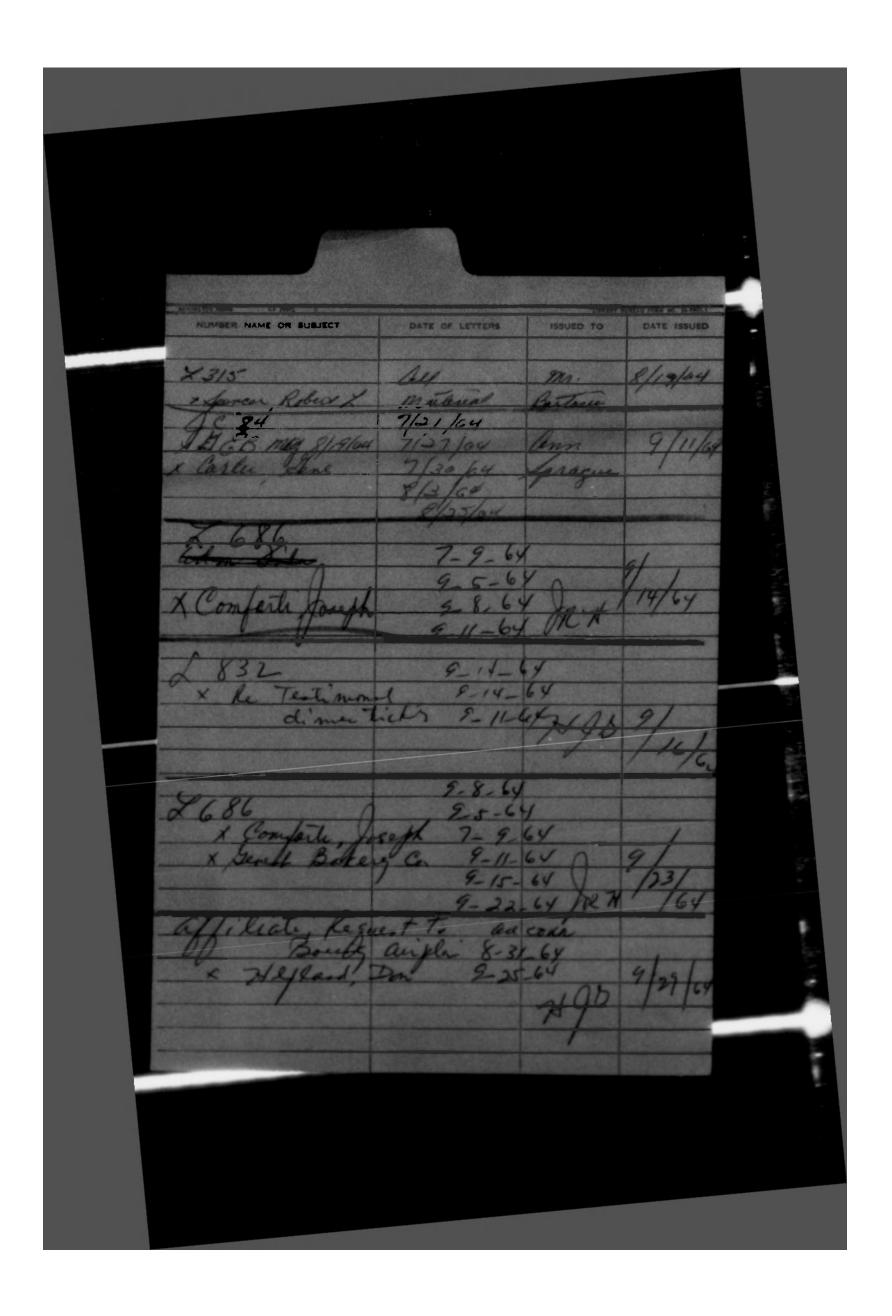
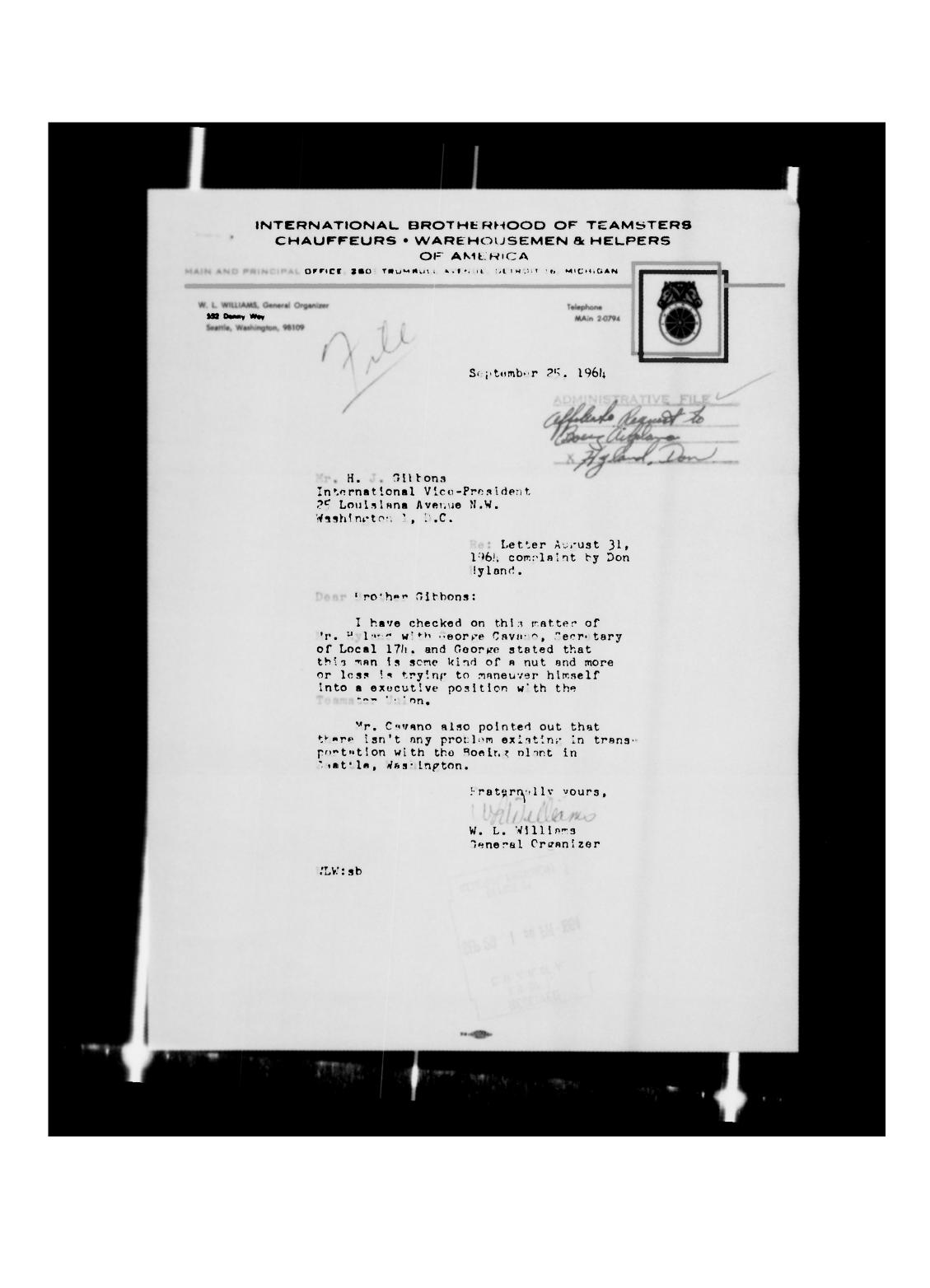
Affiliate Reg to Boeing Airplane





August 31, 1964

Mr. W. L. Williams, General Organisar International Brotherhood of Teamsters 352 Denny Way Seattle 9, washington

Dear Bill:

The attached communication from Don Hyland is self-explanatory.

I would appreciate your checking this out and giving me a report.

Fraternally yours,

H. J. Gibbons Vica-President

HJG/mc
Enclosure

32010 - 56th Ave. So. Auburn, Washington

Mr. Harold J. Gibbons 25 Louisiana Ave. N. W. Washington, D. C.

Deer Sir:

It is so mewhat embarrassing to write to you about Boeing union matters. It occurs to me you may think me some kind of nut. A friend of mine, Al Panek, Business Agent for Teamsters #162, Portland, Oregon, told me "if you are doing what you think is right, don't worry). I try to console myaelf with that thought.

In spite of my efforts to get the fork lift drivers in the Teamsters in the past, I have not been fired, at least not yet.

A curious circumstance happened during this effort however. A Boeing guard bacama very friendly with me, which may or may not have been on the leval. He has always had an interest in Teamster affairs. Obviously, I wouldn't tell him anything, even if I knew anything about Teamster affairs, which I don't.

Last week he told me he had bought a health and accident policy from a Travelera Insurance agent in Tacoma. (The guard lives in Tacoma). During the course of the conversation with this agent, the agent said he had bean approached by a Tacoma Teamster local for a group health and accident policy. The agent told the Boeing guard that during the course of negotiations the Teamster business agent tried to shake down the Travelers Insurance Company for \$4000.00 a year to send his boy to medical school. I doubt if there is any truth in it, but it is a curious circumstance. Why did the guard tell me?

There is currently another matter, however, which I am sure does directly affect the Teamaters union. Boeing has a tremendous amount of refuse from manufacturing, shipping etc. Until recently this was handled with Bosing aguipment and with union truck drivers - Local #174. In Boeing Renton Plant it was estimated at 160 man hours per week and at the Auburn warehouse, where I work, at 80 man hours per week.

This refuse is now being handled by a non-union company called Metro Disposal, Inc. One of the owners, I am told, is a man by the name of Jim Gotti. I asked one of their drivers if he had ever been asked to join the Teamsters union. He said he wouldn't join the Teamsters union, and that he got \$138.00 a week plus health and welfare for a 6 hour day. This guy has really been brainwashed. He also said the company had eight rigs in operation - all with demountable forty yard boxes. He also said Metro Disposal had a \$100,000 worth of equipment. It doesn't sound small.

If this scab outfit can move in and eliminate 240 union man hours per week, why couldn't they branch into other hauling and eliminate all 125 Bosing union drivers? Unless the Teamsters union has somebody, who is tough, aggressive and smart to work on this, I think it just could happen.

The Machinist union, which locally, at least, is inept, awkward and stupid, has let itself be maneuvered into slmost this same position. A considerable part of Boeing employees are non-union, which makes it tough for the machinists at contract time. This is what I mean by the machinists "brains" locally being almost non-existent. They called the shop stewards in for a meeting. At the meeting one of the shop stewards asked Sullivan, President of the local), why they had not struck Boeing last time when they had strike authority. He was told the local had no strike fund. The local had been collecting a strike fund for a number of years.

Currently the machinist union is trying to raise dues from \$4.25 - \$4.50 to \$6.00. This doesn't seem to be making much of a hit either.

About our own welfare, the fork lift drivers. So far as I can tell, Boeing supervision is not quite as hostile as it used to be, but there is plenty of room for improvement. We don't get treated as well as the truck drivers, either socially or financially. Financially, though, after we failed to get in the Teamsters, we were upgraded one pay grade from a seven to a six. We now get \$2.67\frac{1}{2}\$ an hour. Still a long way below the Teamster scale. In fact, the people in this whole plant would be better off under the Teamsters union. I read in the Seattle Times newspaper, (Republican), that the wage scale of the General Dynamics Airplane Co. in Texas averages fifty-cents an hour higher than Boeing.

I hope some of this information may be of some use to you and with best wishes, I remain

A Sincerely,

Don Haland

P.S.

I am asked quite often still by the fork lift drivers, if I think we can ever get into the Teamsters. What can I tell them?

32010 564h Ave. St.

Auburn. Weshington Sept. 13, 1963

Mr. Harold J. Gibbone 25 Louisians Ave. N.W. Fashington, D.C.

Dear Sire

I guess this is in a way a sort of left-handed apology for inwolver you in what I thought would be a local fight.

However, it didn't stay "local" very long and this being my first exprends in this, I involved and emberrassed the wrong people. You are among them. This is about the effort of 375 fork-lift drivers to get into the Teamsters Union. You seemed to be a pretty good guy when I talked to you by thous and I certainly had no intention of embarrassing you.

Naybe you might be interested in knowing just how it happened. It was like this - - -

Prom 1933 to 1949, I was a member of Tenmstere Local 162 in Portland,
Ore. I was well treated by the officers of 162, I did a man's work and
I got e men's pay and in addition the employers respected the Teamsters
Union. I can to Seattle in 1950 but had an argument with George Cavano
(.74) so I have not been driving eince. I went to work for Boeing as a fork
lift truck driver, weres were bad and conditions were worse.

Last Tear we were getting 2.34 an hour and we were being hersesed and humiliated by supervision in a way hard to believe. The machinist union was unwilling or unable to do anything for us or for anybody else for that matter. I have been a union men all my life but I can't see any waint in belonging to a union that can't or won't fight for its members. At this time though I belonged to the machiniat union. Twice since I have worked for Boeing, Teamster Local 174 sent out through the plants and warshouses \$174 application cerds for the fork-lift drivers to sign.

Nothing followed on this helever. I am enclosing one of those cards.

Sociation during all this I understand my good friend Fred Klinefelter (353) contacted you about the fork-lift drivers. Whatever measures were taken by you and Fred apparently were not successful either.

Ho, last summer when the machinists hid no contract with Boeing, I called an attorney for the N.L.R.B. to see about an election for us. He told as the N.L.R.B. could not let us split away from the machinists because the N.L.R... did not believe in liberty either individually or collectively and what the ".I.R.F. wented above all was industrial atability.

I wrote to Senators Jackson and Magnuson describing this conversation and saking them if Russian unions were prereting under this same system.

Shortly after this I think something hit the fan.

I got a call from Mr. Fred Lordan who worked for Senator Magnuson.

He said Mr. Tom Graham (Director of Local N.L.R.B.) would be glad to see
as and explain the workings of the N.L.R.B. in relation to our problems.

I set with Mr. Graham. Mr. Graham was polite and thorough but definitely not friendly. During this conversation one point stood out. He said as a group with no affiliations or connections with a parent union we had no chance. He said if we were aronsored by the "sameters we would have a very good chance. George Caveno (174) and Kelly DaPriest (451) had the only charters that could cover us. Caveno had turned us down before and we didn't want to join 451 for a number of ressons (all good).

So I phoned you at the Eden Roc Hotel in Mismi. I guess you didn't understand me or I di n't understand you. Anyhow, I had printed at my own comy and my own expanse application cards for the Teamsters union. Included on these cards was an application for an N.L.R.B. election. I sent them out by truck drivers to as many Boeing installations as possible and when I got them back I filed for an N.L.R.B. election. I was out on a limb then. If the Tessaters didn't back m up we were dead (and I'd be out of a job).

I certainly never occurred to me that the Teamsters would not want 375 new members. Particularly when between the truck drivers and the fork-lift drivers, Bosing couldn't acve snything in plant or out, which makes for good contracts it seems to me. Anyhow we needed a small miracle but I must have had it in reverse because nobody showed up but Kelly DePriest (451).

Kelly filed on our behalf. He stayed with it for a while and the joint council acreased. (I guess you heard them.) They were strong for the "Status ouc." Status oue there seems to mean soft office chairs, long coffee

breaks and no trouble of any kind.

Sulliven and Gibeon of the Machiniste attended so many joint council acctings it got so you couldn't tell who was a "cameter end who was a Machinist. It was just one big unhappy family. They did agree on one thing however - as. They all said what we were doing was right but they didn't want us to do it. Can you make any sense out of that? I couldn't sither.

Pratty soon Kelly withdrew our petition at the N.L.R.B. under preseure.

About that time I neard that the Machinist Union was found to do some horrible things to se as soon as they had a contract tith Noeing.

In the absence of a contract, I withdraw from the Machinist Union and joined Teamster Local 451. At the next meeting of 451, I made a motion that Kelly would refile our patition and not withdraw it, except by unanimous vote of the sembership. It was cerried unenimously.

Kelly refiled. I attended enveral meeting after thim. I noticed Mr.

De Priest often mentioned his good friend, Mr. Logan (first or last name?)

a Bosing Company vice president. After Mr. DePriest visited Mr. Logan

perhaps there would be a policy shift of this local. Later, Mr. DePriest

told as test the M.L.R.B. had contested some of the names as had filed and

had thrown out our petition. Then I questioned Kelly on this he was evasive.

Later I called a good friend in the Teamstere Union and maked him if
Local 451 was a company union. He was a little indigment until he investigated
with these results. (One) Logan was Kelly's captain in the Army in World War I.
Appearably a long friendship. (Two) Our petition was thrown out for lack of
interest on the part of Kelly DePriest. My friend who investigated this does
not want se to mention his name as he says I get him into trouble. He is a
thoroughly responsible men and well respected in this area.

Without the Teametere we took a good beating, and not because of the Wechinia e or Hoeing because I feel we could have beaten both of them. And the hell of it is - we were right.

Don Ellie (joint council) said he would try to negotiate us into the Temmeters Union. Sullivan told him he would but I doubt it. (See Machinist paper.)

Nayba you might want to know why I want to this trouble. I epent 300 of my own dough and a lot of time and hard work on this effort. It's simpleI wented batter wages and conditions for 575 guys and a better job for myself.
Well as a hard loser mayba I have earned the right to sound off a little
about some things - union-wise that is.

Piret - . don't expect envithing for my trouble. Nobody owse me snything for my trouble, and vice versa and bedides I had a ball.

Second- I don't think that morally the Teamstere Union has the right to withhold their atrength and power from those in need of that strength ery more than a doctor has the right to withhold his aid and knowledge from the aick or hurt.

Third - I cannot understand how you as Teamsters can lose N.L.R.B. elections. If you go to the trouble of finding out what you can do for people in the way of wages and conditions according to the business they are in, talling those people what you pregoing to do for them, and then do it. - How the hell can you lose an election? And I don't just mean driving trucks either.

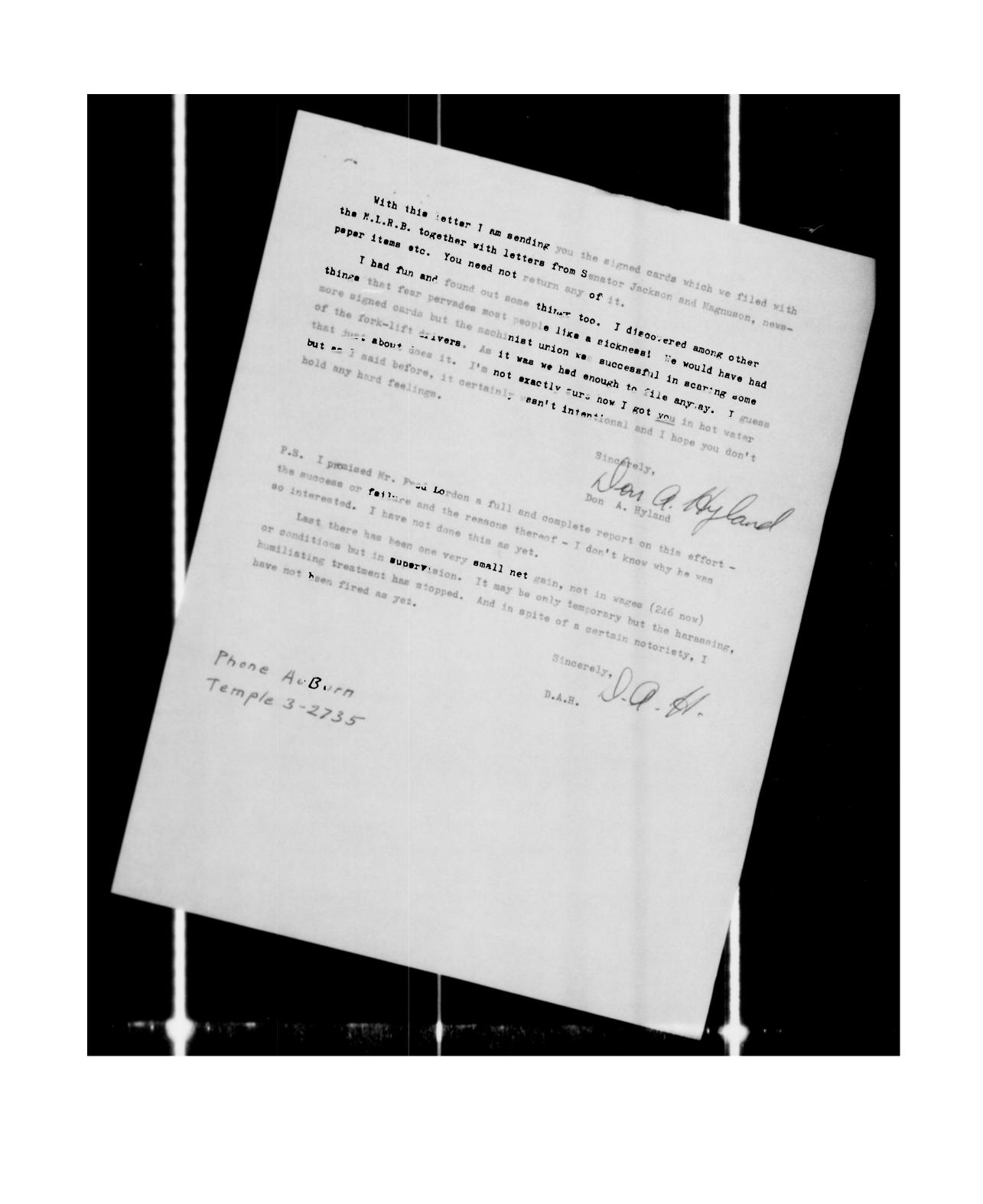
Enclosed in this mean is a Seattle Times newspaper item about

Tektronix - a big plant in Beaverton, Oregon. My information is about
a year old so it may not be accourate—

3000 employees of this firm- top wages \$1.83 - average \$1.50.

Company builds hums new modern factories. Half-hearted effort by the Teamstere to organize. The is ther no all-out effort on the part of the Teamstere to organize plants like these? God knows these people need help. Frankly you might wonder if the "Status quo" in the "nited States ien't cort of like "manana" in Mexico. These people need help and the Teamstere need members if someone would push.

Fourth - with no hard feelings at all, I think that the charter of 451 should be revoked. This is a ghost union. It does not represent anybody nor ever will unless you come head-on into the modinist union for 30,000 members (You could have had them last fall!) I think that the members of 451 should be transferred to a live local to keep their insurance and to give them better job opportunities - job opportunities they do not now have.





## **Aeronautical Workers**

## Warehousemen and Helpers

Local 451

APPILIATED WITH THE
INTERNATIONAL RROTHERHOOD OF TEAMSTERS,
CHAUFEEURS, WAREHOUSEMEN AND HELPERS
Telephones MA, 4-5230 - LA, 3-3108

553 John Street

Seattle 9, Weshington

April 16, 1963.

Mr. Den A. Hyland, 32010 56th Avenue South, Auburn, Washington.

Doer Don:

Enclosed find your dues book, receipt for \$10.00 and the \$1,000 dellare Insurance Pelicy, slso a self addressed envelope for your uoo when you need it.

want to thank you for all the work you have done in behalf of the men in the Transportation Department, and they should certainly approxiate what you have done for thea, in time and mency it has cost you for the work you had to put in to try and got sceething done.

We filed the petition with the National Laber Relation Beard yesterday and the case has been assigned to MF. Turnbaugh for his attention, and I feel that we got a break there, as he seems to be a men you can reason with, at least we hope so.

Mr. Sam Bassett will set as our attorney and will represent us at the hearing. I will keep you advised as to the progress, and as to the witnesses we may need.

Nre. DePriest asks to be remombered to Mrs. Eyland and your lovely family.

Again, thanking you for your wonderful spirit and courage your have asnifected in your efforts in this matter and assuring you of my personal delight in having you with us, and I only hope that the good work will prove fruitful for you in the long run.

With best wishes and kindest personal regards to Mrs. Hyland, your levely family and yourself. I am.

Fraternally yours,

J. Felly DePriest, Secretary-Tressurer.

JED/h. 4-Incls.

# UNITED STATES OF AMERICA BEFORE THE HATIONAL LABOR RELATIONS BOARD NINETEENTH REGION

THE BOEING COMPANY
TRANSPORTATION DEPARTMENT

Employer

and

Case No. 19-RC-3190

AEROMAUTICAL WORKERS, WAREHOUSEMEN AND HELPERS LOCAL A31 affiliated with the INTERNATIONAL BROTHERHOOD OP TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS

Petitioner

ORDER WITHDRAWING MOTICE OF REPRESENTATION HEARING and NOTICE OF APPROVAL OF REQUEST FOR WITHDRAWAL OF PETITION

WHEREAS, Notice of Representation Hearing having previously issued in the above-entitled satter, and

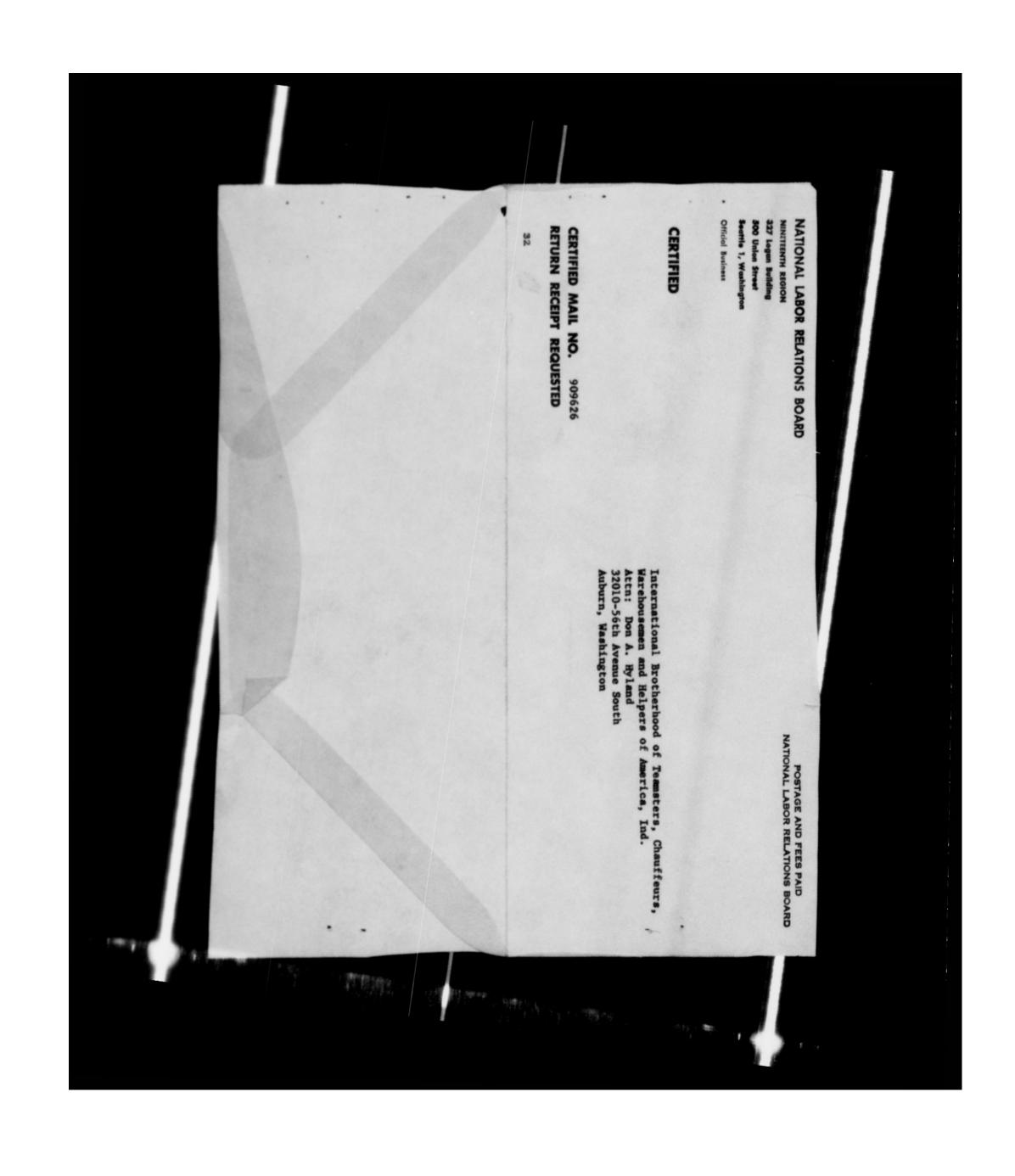
WHEREAS, e request for withdrawal of the petition in the aboveentitled satter thereafter having been submitted,

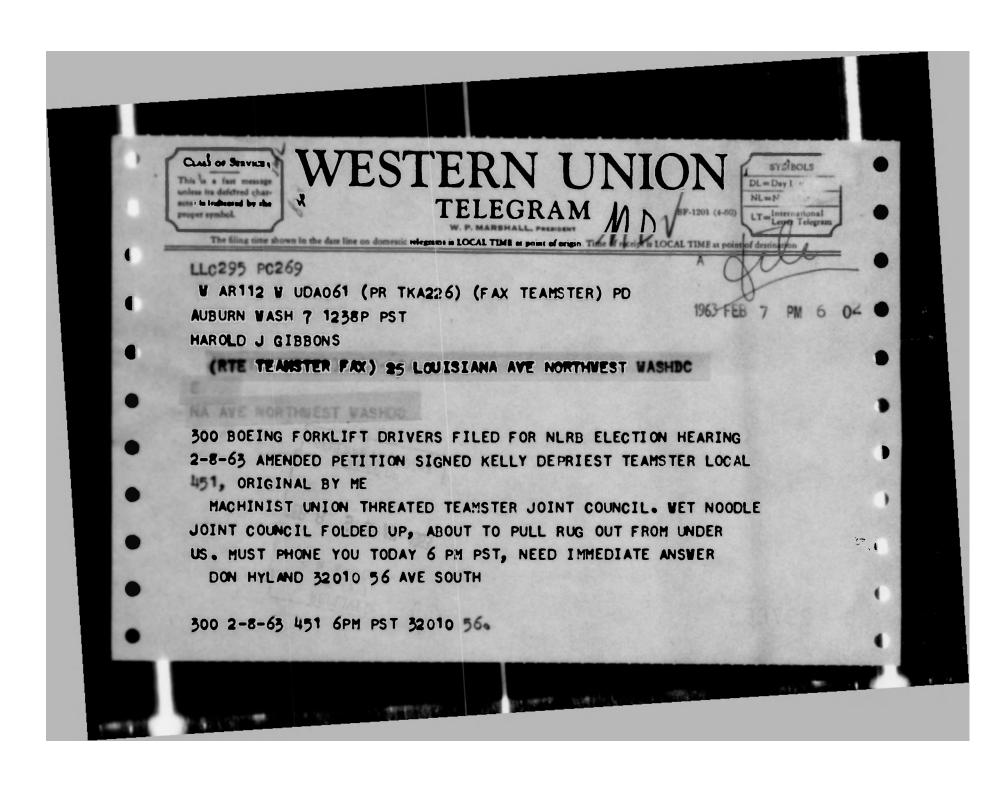
NOW, THEREFORE, IT IS HEREBY ORDERED that said Notice of
Representation Hearing be and the same hereby is withdrawn, and the request
for withdrawel of the petition is approved.

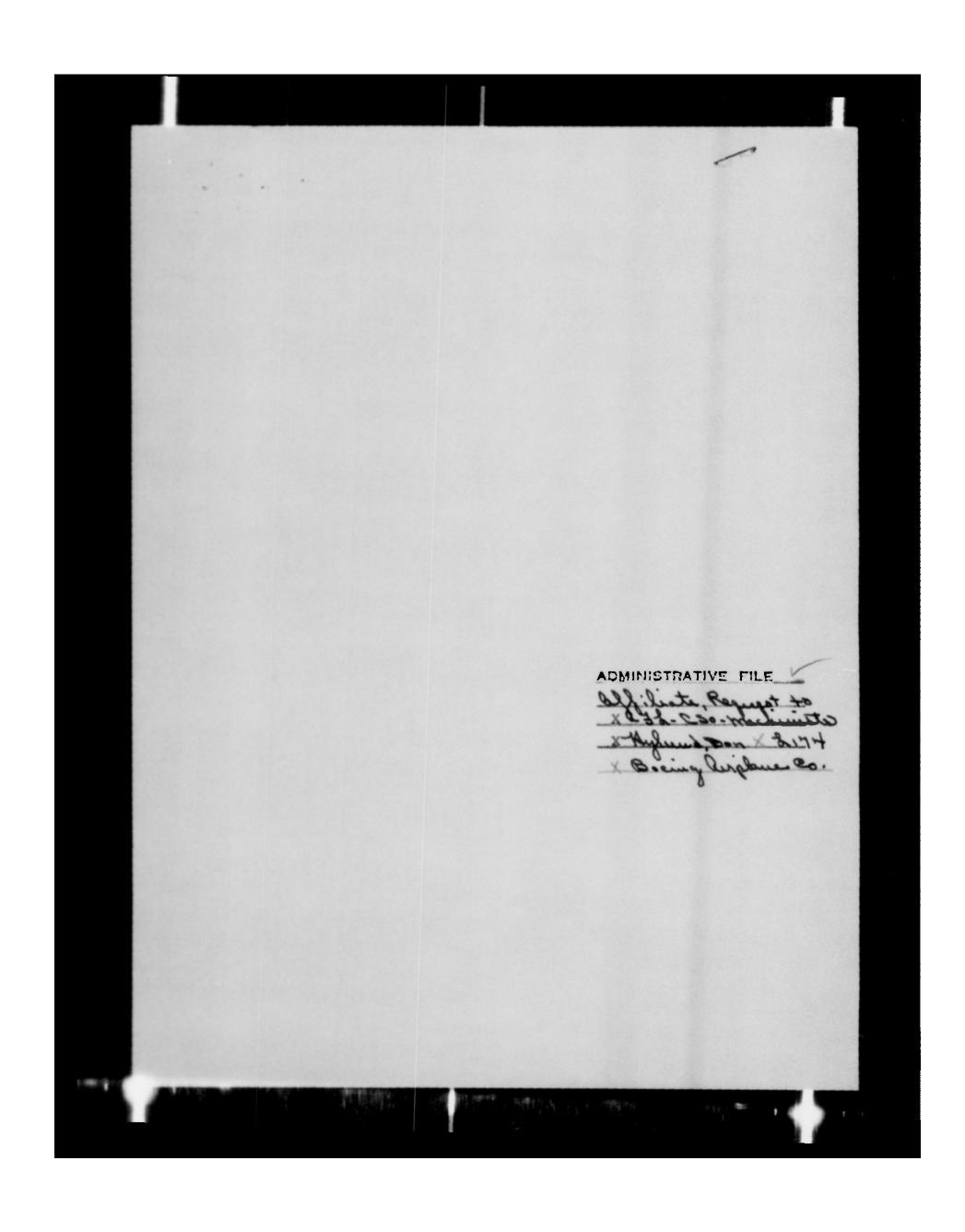
DATED et Seettle, Weshington, this 11th dey of Fabruary 1963.

THOMAS P. GRAHAM, JR.

Thomas P. Graham, Jr., Regional Director National Labor Relations Board, Region 19 327 Logan Building, Seattle I, Weshington







#### BEFORE THE NATIONAL LABOR RELATIONS BOARD

THE BOWING COMPANY, TRANSPORTATION DEPARTMENT,

Employer

end

Case No. 19-MC-3190

ARRONAUTICAL WORKERS, WAREHOUREMEN end MRLPERS LOCAL 451 effiliated with the DITERMATIONAL BROTHERHOOD OF TRANSTERS, CHAUFFRURS, WARE-HOUMEREN AND HELPERS,

Patitioner.)

MOTION

The Employer moves the Megionel Director to continue the bearing in the above-entitled case, presently set for Pebruary 8, 1963, to the week of Merch 25, 1963, so may suit the convenience of the Megionel Director.

I certify that copies of this Motion and supporting effidevit, which is incorporated here by reference, have been served upon all parties this day.

DATED et Beettle, Washington, this 6th day of February, 1963.

HOLMAN, MARION, BLACK, PERKINE & COIS

COPY WILLIAM M. HOLMAN

William M. Holmen, Attorneye for Reployer

26 Office end P. O. Address:

1900 Washington Building Seattle 1, Washington

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COUNTY OF K I H G )

WILLIAM M. MOLMAN, being first duly sworn, on oath deposes and says:

That affient is counsel for the Employer in the eatter of The Boaing Company, Case Mo. 19-RC-3190.

That efficient is presently engaged in representing The Bosing Company in Case No. 19-NC-3169, is scheduled to participate in two hearings later this month, and will be out of the city from March 1, 1963 through March 18, 1963. In view of the foregoing and the necessity for substantial preparation on behalf of The Bosing Company, efficient has made the Motion to which this effidavit is attached.

CUPY WAS WILLIAM M. HOLMAN

Pubecribed end eworn to before me this 6th day of February, 1963.

Leal

Motery Public in and for the State of Washington, residing at Seattle.

-2-



FORM NLR8-4338 12-593

#### MATIONAL LABOR RELATIONS BOARD

#### NOTICE

The issuance of the notice of formal hearing in this case does not mean that the matter cannot be disposed of by agreement of the parties. On the contrary, it is the policy of this office to encourage voluntary adjustments. The examiner or attorney assigned to the case will be pleased to receive and to act promptly upon your suggestions or comments to this end. An agreement between the parties, approved by the Regional Director, would serve to cancel the hearing.

However, unless otherwise specifically ordered, the hearing will he held at the date, hour, and place indicated. Postponements will not be granted unless good and sufficient grounds are shown and the following requirements are met:

- (1) The request must be in writing. An original and four copies must be served on the Regional Director;
- (2) Grounds therefor must be set forth in detail;
- (3) Alternative dates for any rescheduled hearing must be given;
- (4) The positions of all other parties must be securitized in advance by the requesting party and set forth in the request; and
- (5) Copies must be simultaneously served on all other parties (listed below), and that fact must be noted on the request.

Except under the most extreme conditions, no request for postponement will be granted during the three days immediately preceding the date of hearing.

The Boeing Company 7733 East Harginal Way South Seattle, Machington

Certified Mail No. 909608

Aeronautical Workers, Warehousemen and Helpers Local A31, azzii. with the International Brotherhood of Teamsters, Chauffours, Warehousemen and Helpers 333 John Street Seattle 9, Hachington

Int'l Brotherhood of Teemsters, Chauffours, Marchousemen and Helpers of Americo, Ind. Acto: Don A. Hyland

32010-56th Avenue South Auburn, Washington

International Association of Machinists 1104 Moreor Street Seattle 9, Machington

William M. Helman

1900 Washington Building, Seettle 1, Washington Plato Papps, IAM General Commeel 1300 Connecticut Avenue, Washington 1, D. C.

Richard P. Bonaldson, Atterney 811 Alesha Building, Seattle A, Machington International Union of Operating Engineers Local 302

Western Avenue at Clay Street, Seattle 1, Washington

Courtesy Copy

" (Airmail)

" 909609

" 909610

\* 909611

GPO 870436

- FORM NLRB-852 (6-61) UNITED STATES OF AMERICA BEFORE THE NATIONAL LABOR RELATIONS BOARD THE BOEING COMPANY TRANSPORTATION DEPARTMENT Employer Cane No. 19-RC-3190 AEROMAUTICAL WAREHOUSEMEN AND HELPERS LOCAL 451 affiliated with the INTERNATIONAL BROTHERIBOOD OF TRANSTERS, CHAUFFEURS, WAREHOUSENEN AND HELPERS Petitioner NOTICE OF REPRESENTATION HEARING The Petitioner, above named, having heretofore filed a Petition pursuant to Section 9(c) of the National Labor Relationa Sct. an amended, 29 IS.C. Sec. 151 et seq., copy of which Petition is hereto attached, and it appearing that a question affecting commerce has arisen concerning the representation of employees described by such Petition, YOU ARE HEREBY NOTIFIED that, pursuant to Sections 3(b) and 9(c) of the act, on the 8th day of Pahruary , 19 63. nt 9:30 m.m. in Hearing Room 323 of the Logan Building, [will Union Street, Seattle, Washington, a hearing will be conducted before a hearing officer of the National Labor Relationa Board upon the question of representation afferting commerce which has arisen, at which time and place the parties will have the right to appear in person or otherwise, and give testimony. Signed at Seattle, Washington, day of Regional Director for National Labor Relations Books Region MI Logan Building, Seattle 1, Washington GPQ +17804

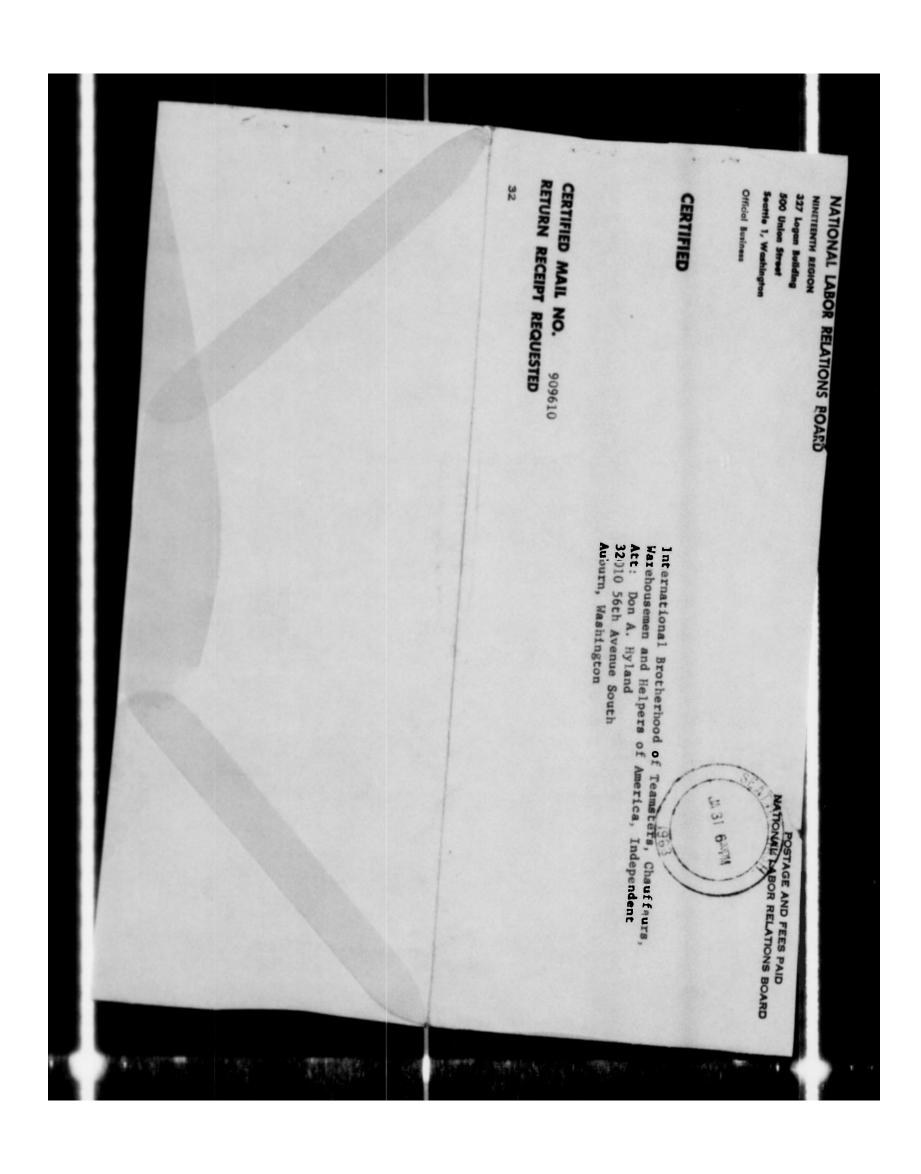
UNITED STATES OF AMERICA
MATIONAL LABOR RELATIONS BOARD

Form NLR8-502 (11-59)

Bulget Bureau No. 66 R002 12

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U.S. SOVENMENT PRINTING OFFICE : 1959 OF-529652





## NATIONAL LABOR RELATIONS BOARD

### NINETEENTH REGION

327 Logon Building, 500 Union Street

Seattle 1, Washington
January 21, 1963

Telephone MUtual 2-3300

Ext. 543

Int'l. Brotherhood of Teamsters, Chauffeirs, Tarehousemen and Helpers of America, Independent 32010 56th Avenue South Auburn, Washington

> Re: Boein Company - Trans ortation Dept. Case No. 19-R7-3190

#### Gentlemen:

The petition which you recently filed in the above case has been assigned to Field Examiner Orville Turnbaugh to whom any communications relative to the case should be directed.

Unlass you have already done so, please submit to us an alphabetical list of your members or authorisations. Opposite each name indicate date designation was made. This list should be certified by an appropriate officer as being true and correct. In addition to the alphabetized list, the membership cards, designations, or other proof of authorization should also be forwarded.

Your failure to submit the above supporting evidence within 40 hours of receipt of the petition in this office may result in the dismissal of your petition.

Very truly yours,

Thomas P. Graham, Jr. Regional Director

Enclosure

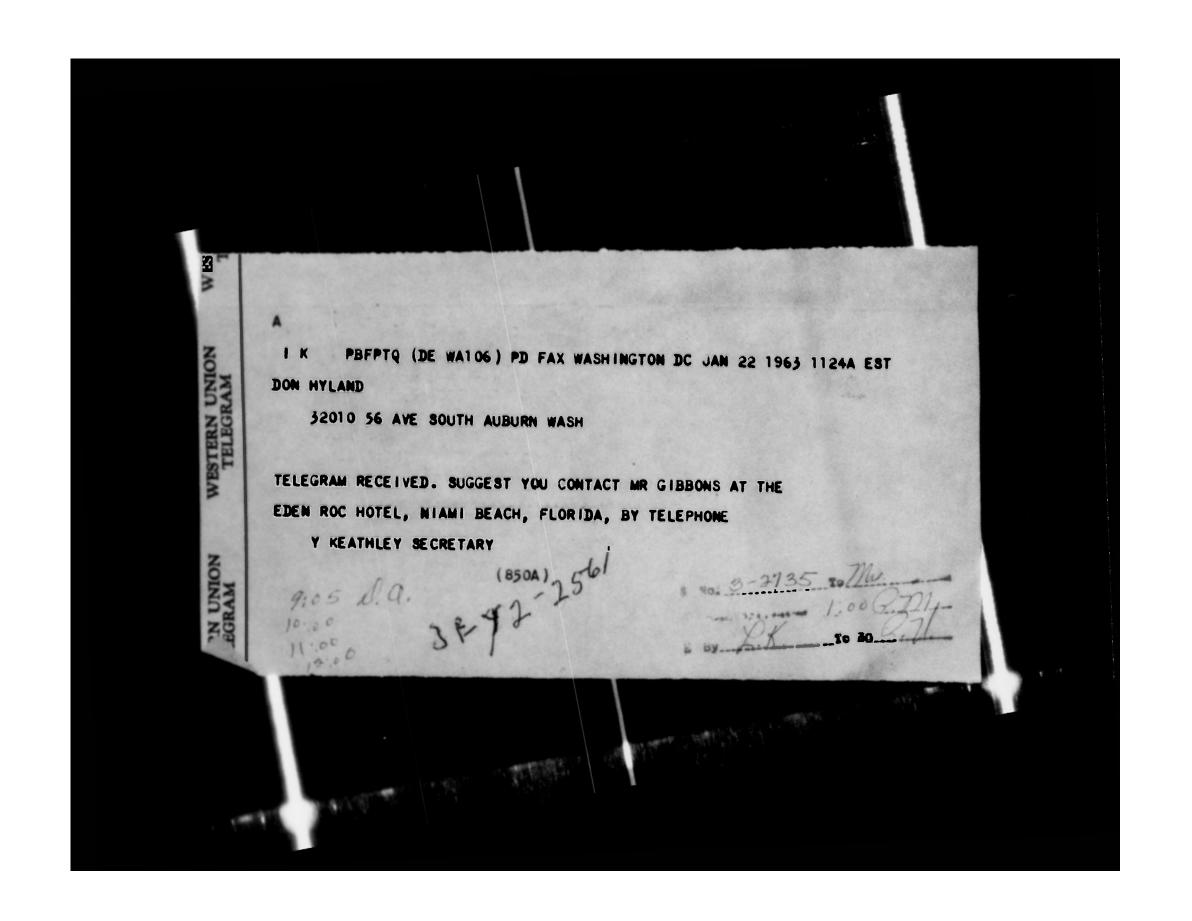
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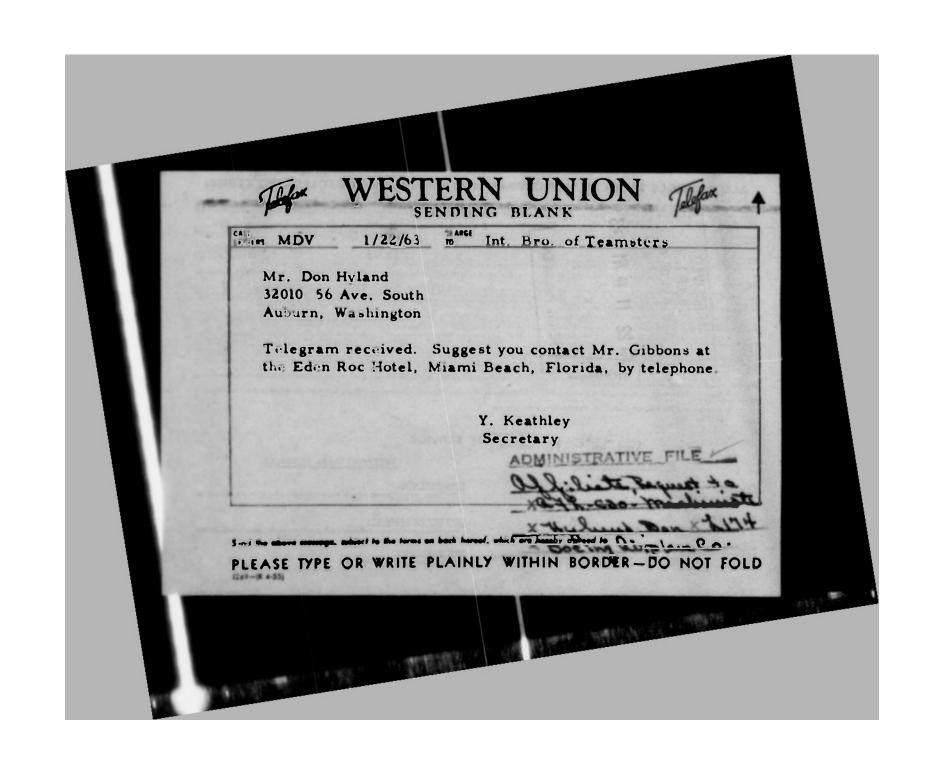
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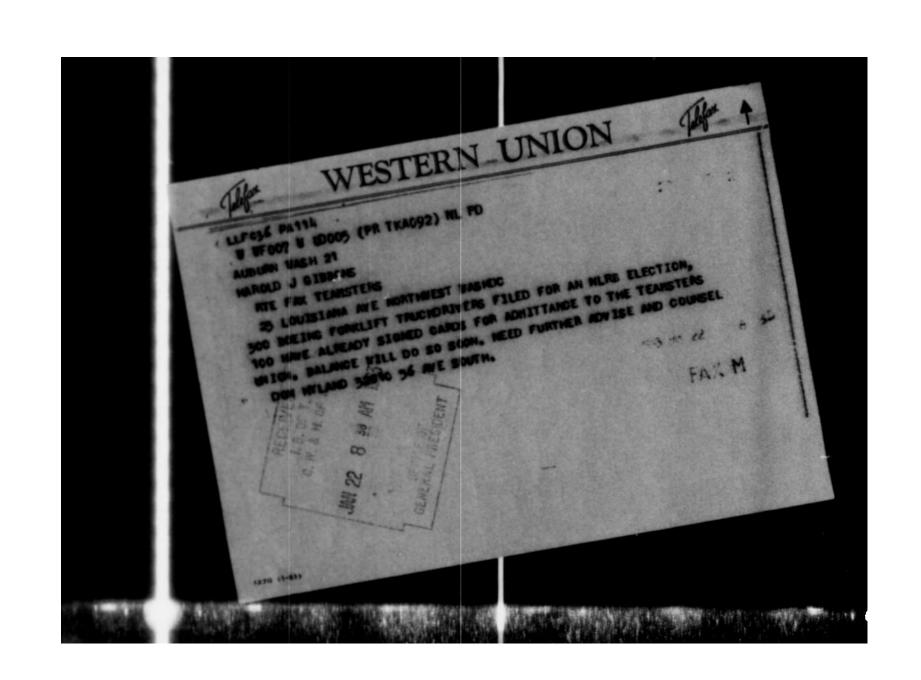
Orville -urmbangh - 19-RG-3190 - Boels - Company - Transportation Dept. MLEB 19-27 (5-6-54) PLEASE SUBHIT THE FOLLOWING INFORMATION: STATEMENT OF PETITIONING UNION. HEP ESPECTATION CASE NO. 19-RC-3190 1. Name of union, including local number and international affiliation: 2. Names, addresses and talephone numbers of union official or representatives handling this matter for your organisation. 3. Have you made any demand upon the company to bargain for any of the amployees in the unit described in the petition?

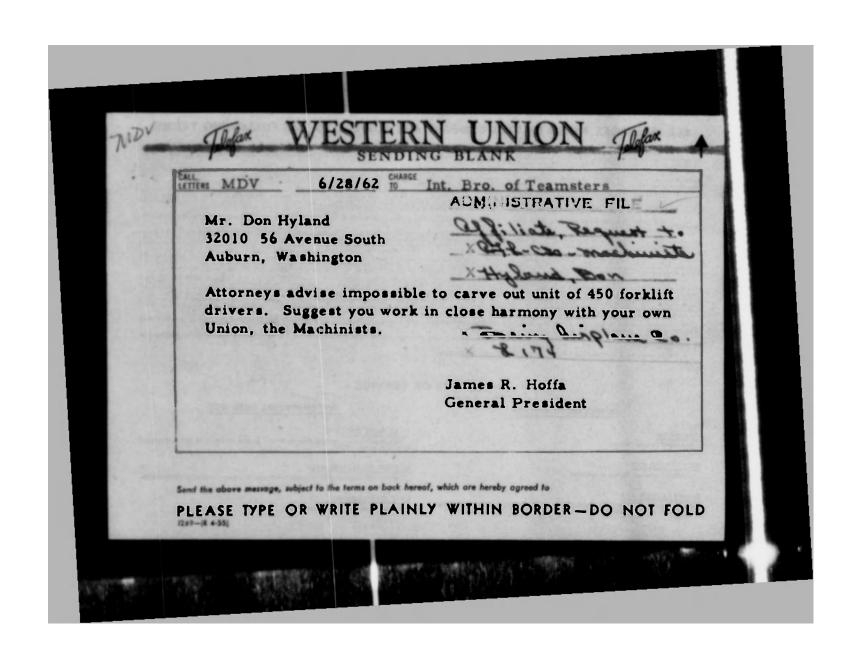
If so, give dates, names, and dotails of auch request. IF DEMAND WAS INDE IN WRITINO, SEID COPY OF LETTER AND ENFLOYER'S REPLY. L. Do you have, or have you had, a contract covering any employees in the unit described in the petition or in the plant(s) involved?

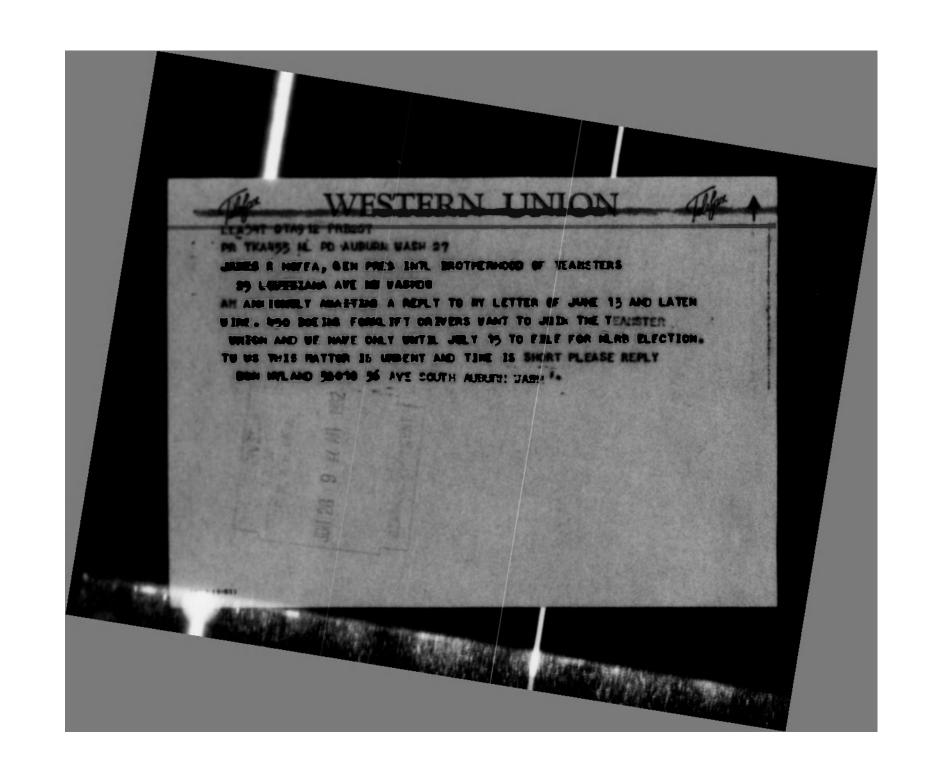
place submit two copies of such contract or contracts. 5. Can you suggest a suitable place where an election might be held; also a date and hours?

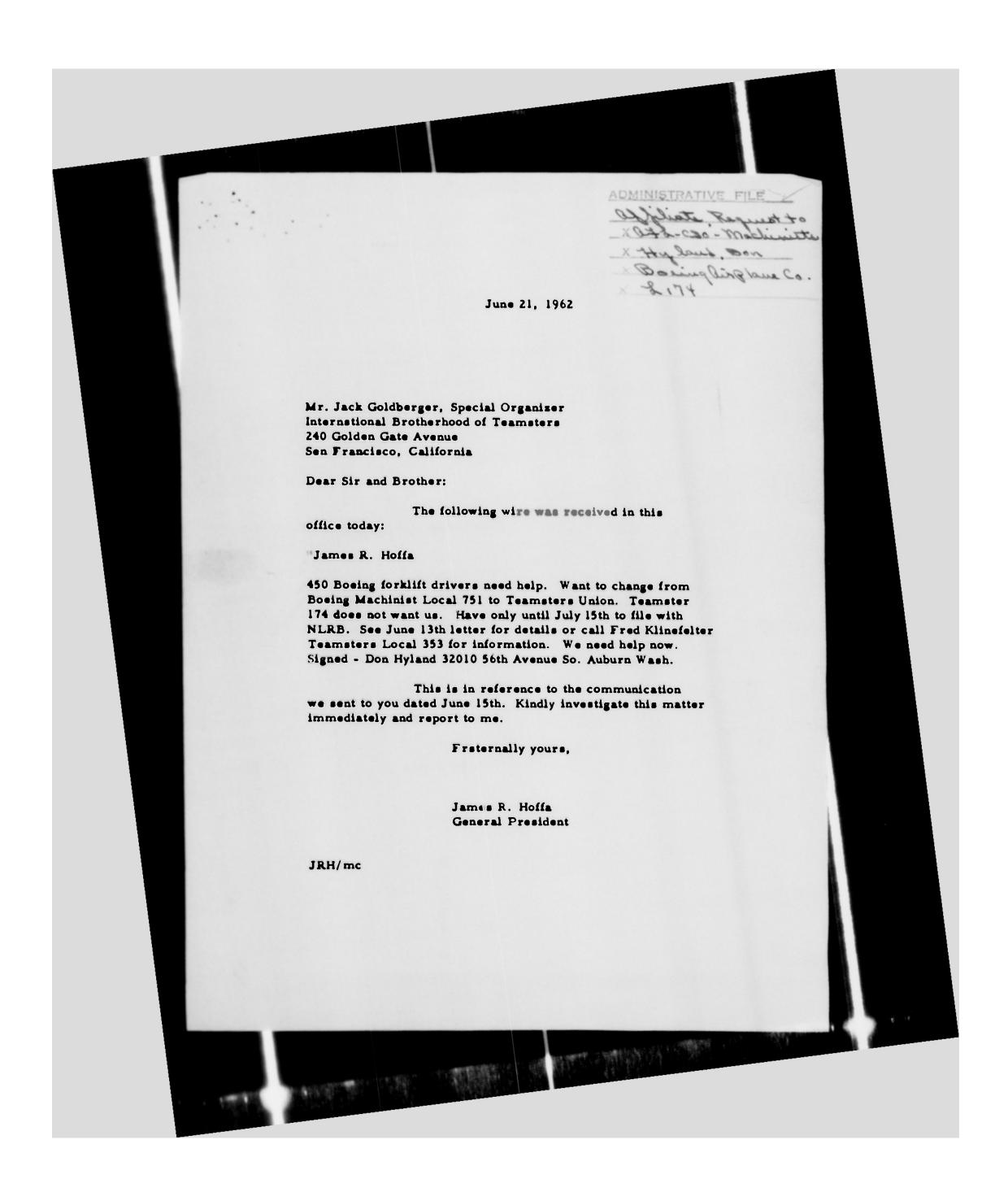


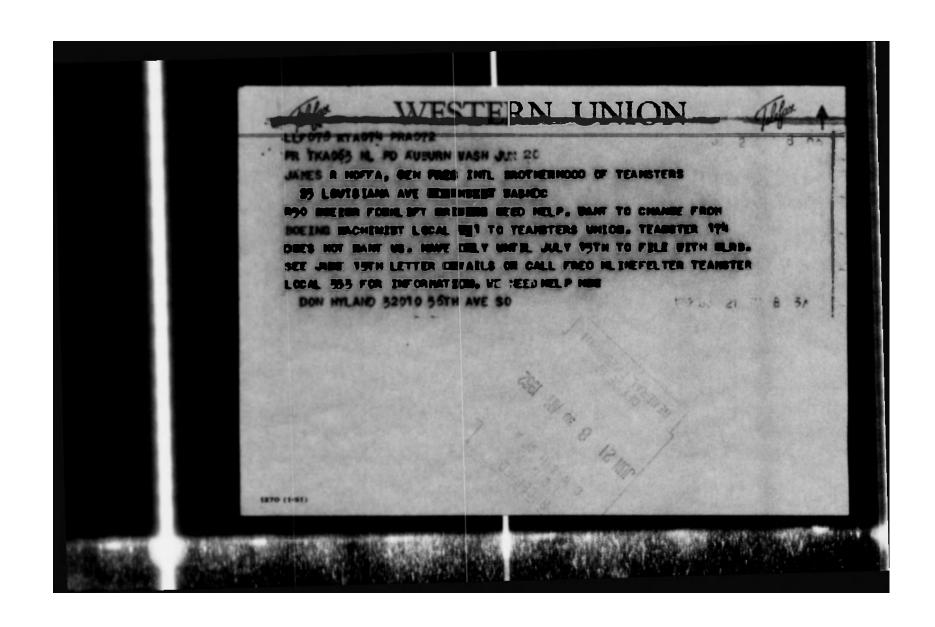


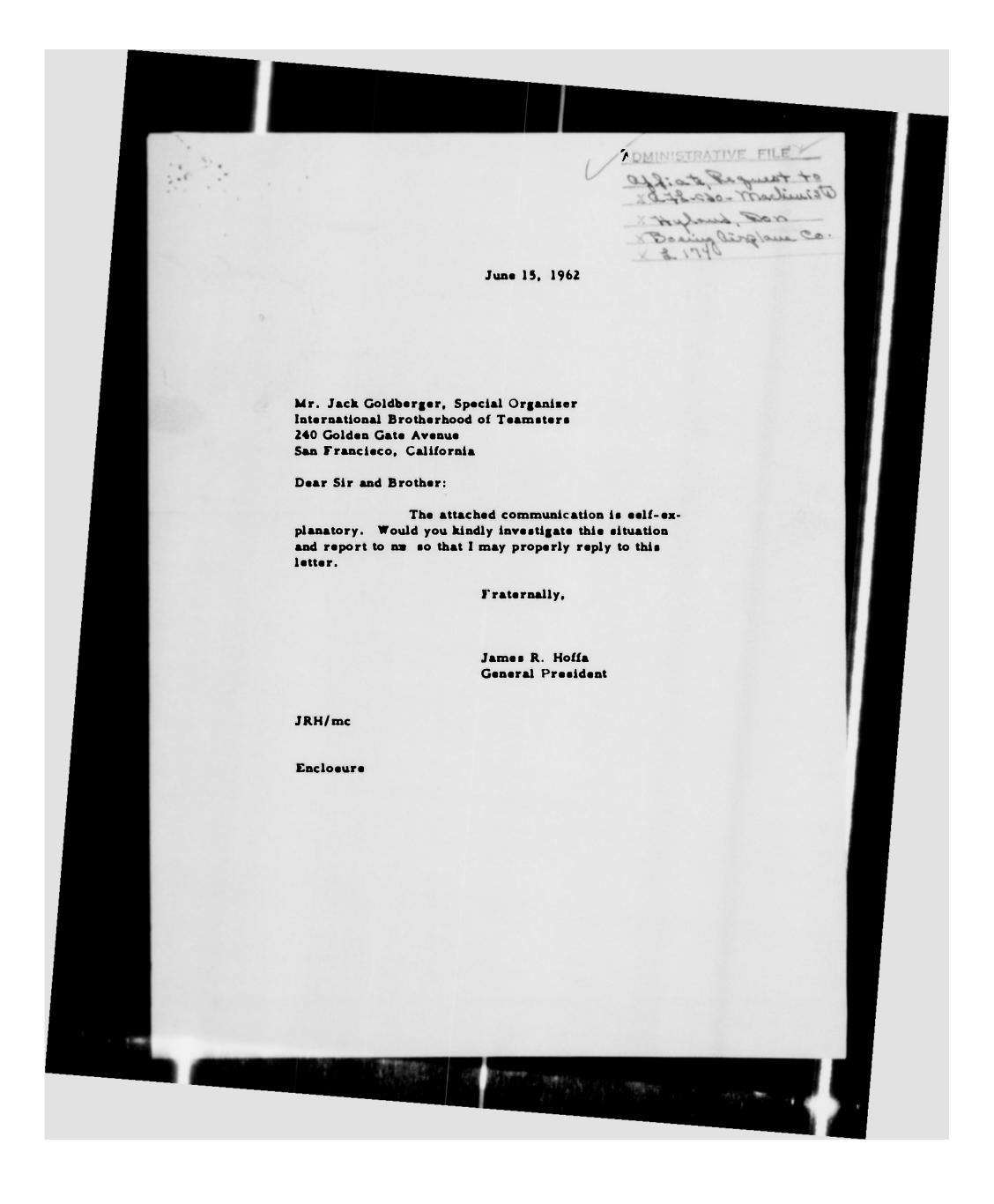












Auburn, Mashington June 13, 1962

Jumes R. Hoffa

General President

International Brotherhood of Teamsters

25 Louisiana Avenue Northwest

Washington 1, D. C.

#### Dear Ar. Hoffa:

writing a letter to James Hoffa is a baffling experience. It's sort of like praying - you don't know for sure whether you are getting through.

I talked this over with my good friend, Fred Elinefelter of Local 355, Leattle, and he said for me to write and see if you can't solve this problem for un.

our efforts to join the Teamsters Union. Whatever progress we have made in that direction has been due in a large part to Fred Elinefelter's unfailing help and advice.

But we have cole to a crash stop because no teamster local wants us. The men I speak of and for are approximately 450 Fork lift drivers employed by the Beeing Airplane Company. In this job group called by the company "automotive aquipment operators" are fork lift drivers "B" wrade, fork lift drivers "and grade, who also operate mobile cranes and other heavy equipment, Hat H drivers (small flat bed, in flant, trucks) hook tenders, and car unloaders (using fork lifts).

locing his pay grades in its various departments ranging from

1 to 10. "B" fork lift drivers are pay grade 7 maying \$2.34 an hour.

This same job under a local teamster contract would pay \$2.86.

me the wage scale. Teamster truck drivers on this job get \$2.98 an hour including extensive fringe benefits.

The bargaining agent for the Boeing Co. is now the Machinist

times and it is his considered opinion that we can prove that we are a craft group. He says we should not file for decertification as that would leave us unprotected for a year and is not necessary.

Mr. McIntira said if we could get 30% of the fork lift drivers to sign

Teamsters application cards such as the one I am enclosing, we could demand an M.L.C. election. We am get double that.

The only charter that would cover us is that of #174, as I understand it.

After nagging Er. Cavano and Mr. Matulla for three years to get these men in the Teamsters Union, they don't exactly roll out the second men in the Teamsters Union, they don't exactly roll out the second men in the Teamsters Union, they don't exactly roll out the second men about it. Mr. Cavano told him he would rather me be given a charter by ourselves and not try to come into 174 at all.

The second men and he has hed difficulty placing the few he has in 174 in jobs. There is also some tall about the (quotation) hack Eye the Teamsters got in 1980.

has been with us through 18 months of this effort and I am nure he would be glad to tell you anything you want to know about it.

If you feel you can give us a charter or have some other solution to this problem, will you let us know as soon as possible. Beeing Co. is spread over a good part of this county and it takes a few days to

Very sincerely,

Don Hyland 52010 56th Ave. 50. Aubur., (ash. Phone Temple 3-2735

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LOCAL ADMIN. FILE

July 19, 1961

X Hyland, Don X Bosing liplane Cs.

Jaces R. Hoffa, General President International Brotherhood of Teamsters 25 Louisians Avenue N. W. Washington 1, D. C.

Dear Sir:

I wrote you last Noveeber 30 to ask you for help in a certain matter.

Mr. Gibbins has the details. My good friend Mr. Fred Klinefelter of Local #353 is now interested in siding us. I want to thank you very much.

I belonged to Local #162 in Portland, Gregon from 1933 - 1949, and in the early days when we wanted to organize a job we just gave them the choice of joining the union before going to the hospital or afterward. It was simpler then.

I ae not a meeber of the Teamsters Union now but it is not from choice but from necessity. Partly it is because even if you are healthy and strong at 52, or even 40, as far as the employers are concerned, you're dead.

So you have to grab any job you can get—usually for less wages—I did but I wesn't happy about it. This didn't just happen to me, it happened to hundreds of thousands like me.

I am not presuring to tell you your business but maybe a friendly suggestion won't be considered, by you, to be presumptous.

I have followed your career with interest since D. B. (Dave Beck) and I have watched on T. V. you tangling with McClellan (Did you ever think of asking for a loudar eigrophone—it's the only way you can stay evan).

I elec watched your debate with that Chamber of Commerce guy. You didn't back dow from any of them but they all trid to put you on the defensive and they ell tried to make you look bad.

I don't think the Kennedy family likes you or the Teamsters union much either. In fact, it sees to be a fad now for people not to like the Teamsters.

But suppose while they are telling everybody how bad Hoffa and the Teamsters are that James Hoffa would announce a state by state, or nation wide, or both, drive for real legislation against age discrimination.

There must be millions of men between the ages of 40 and 65 who would know and appreciate what you are doing for them. It seems to me also, other unions would be forced to cooperate with you and I don't think any legislator could back away from it either.

This is just one of many things Converse would do that would be constructive instead of trying to take down unions with more faft Hartley laws or Laminus.

But it will take a forceful and powerful man to start this. Nr. Heffa, you could do it.

Continued wishes for your success.

Sincerely,

Don Hyland

Jeou - Soth Avenue South
Auburn, Weshington

November 30, 1960

James R. Hoffa
General President
International Brotherhood of Teamsters
25 Louisiane Avenue Northweat
Washington 1, D. C.

Dear Mr. Hoffa:

We earnestly plead for your help. By we I mean between 250 and 300 forklit: truck drivers employed by the Bocing Airplane Company in the Seattle, Renton and Auburn area.

Name we have signed application cards for membership in Local 174 Seattle and both times nothing came of it.

The last time was the summer of 1960 when 177 cards were signed and returned. We would have filled out more but we ran out of cards in some areas.

Later I phoned Mr. Cavano and asked him it there was anything I could do to help this cause and he told me he did not want these fork lift drivers is the union and that sending out application cards was a mistake.

I didn't have the heart to tell that to the other guys. I later talked to Mr. Nick Mattula who is a business agent employed by Mr. Cavano. He aaid the union had not sent out these cards and that they might be fergeries. I am enclosing a card that I had left over and it certainly laoks genuine to me.

Later I asked a friend of wine who is a prominent teamster official to inquire as to why we were refused admittance to the Teamster Union and he was told by Cavanos office that it was against the Landrum-Griffith Bill for us to vote to drop out of the machines: union and apply for membership in the eamster Union.

I called Mr. Wilson who is an attorney for the National Labor Relations board and he said if we could prove that tork lift driving was craft we could have an election now.

wediate election. I am enclosing a clipping from a recent Seattle Times paper regarding another Boeing group that is changing to another union. The machinist union representing employees of Boeing has an open shop contract and a weak membership.

Boeing has become a tough employer in the last few years and the fork lift drivers are helpless without a strong union to represent them. We need the Temasters Union. As of now we are disorganized and discouraged. Mr. Hoffs, we need your help.

P.S. I belonged to Teamster Local 162 Portland, 1933-1947. Withdrawal from Teamster Local 353 Seattle April 1960. Now in Machinista 751.

Don Hyland 32010-56th Avenue South Auburn, Washington

(I don't have a phone)

X Hyland, Bon X Bosing liplane Co. December 5, 1960 Mr. Clyde Crosby, General Organissr International Brotherhood of Teamsters 1020 N. E. 3rd Avenue Portland 12, Oregon Daar Sir and Brother: The attached communication was received by this office from Don Hyland. I would appreciate your looking into this and giving us your recommendation. Fraternally yours, H. J. Gibbons Executive Assistant to the General President HJG: .. Encl.

November 30, 1960

James R. Hoffa
General President
International Brotherhood of Teamsters
25 Louisiane Avenue Northwest
Washington 1, D. C.

Dear Mr. Hoffa:

We earnestly plead for your help. By we I mean between 250 and 300 forklift truck drivers employed by the Boeing Airplane Company in the Seattle, Renton and Auburn area.

Twice we have aigned application cards for membership in Local 174 Seattle and both times nothing came of it.

The last time was the summer of 1960 when 177 cards were signed and returned. We would have filled out more but we ran out of cards in some areas.

Later I phoned Mr. Cavano and asked him if there was anything I could do to help this cause and he told me he did not want these fork lift drivers in the union and that sending out application cards was a mistake.

I didn't have the heart to tell that to the other guya. I later talked to Mr. Nick Mattula who is a business agent employed by Mr. Cavano. He said the union had not sent out these cards and that they might be forgeries. I am enclosing a card that I had left over and it certainly looks genuine to me.

Later 1 asked a friend of mine who is a prominent teamster official to inquire as to why we ware refused admittance to the Teamster Union and he was told by Cavanos office that it was against the Landrum-Griffith Bill for us to vota to drop out of the machinest union and apply for membership in the Teamster Union.

I called Mr. Wilson who is an attorney for the National Labor Relations board and he said if we could prove that fork lift driving was craft we could have an elaction now.

There were also some other conditions under which we could have an immediate alection. I am enclosing a clipping from a recent Seattle Times paper ragarding another Boeing group that is changing to another union. The machinist union representing employees of Boeing has an open shop contract and a weak membership.

Boeing has become a tough employer in the last few years and the fork lift drivers are helpless without a strong union to represent them. We need the Teamatera Union. As of now we are disorganized and discouraged. Mr. Hoffa, we need your help.

P.S. I belonged to Teamster Local 162 Portland, 1933-1947. Withdrawal from Teamster Local 353 Seattle April 1960. Now in Machinists 751.

Don Hyland 32010-56th Avenue South Auburn, Weshington

(I don't have a phone)

To TEAMSTERS LOCAL UNION NO. 174 INTERNATIONAL EROTHERHOOD OF TEAMSTERS. CHAUFFEURS, WAREHOUSEMEN & HELPERS  The second of the above named Local Union and pursuant to Section 9 (e) (1) of the Act of 1947, I do hereby sutnotize said Local Union to negitial the second union as a condition of employment. I am employed in the condition of employment. I am employed in the condition of employment. I am employed in the condition of employment.		
INTERNATIONAL EROTHERIHOOD OF TEAMSTERS. CHAUFFEURS, WAREHOUSEMEN & HELPERS  In the above named Local Union and pursuant to Section 9 (e) (1) of the labor Management Act of 1947, I do hereby sutnoving said Local Union to negitial the management and working conditions and a Union Shop Agreement requiring the management in management in the condition of employment. I am employed in the condition of employment.		
INTERNATIONAL EROTHERIHOOD OF TEAMSTERS. CHAUFFEURS, WAREHOUSEMEN & HELPERS  In the above named Local Union and pursuant to Section 9 (e) (1) of the labor Management Act of 1947, I do hereby sutnoving said Local Union to negitial the management and working conditions and a Union Shop Agreement requiring the management in management in the condition of employment. I am employed in the condition of employment.	To TEAM	ASTERS LOCAL UNION NO. 174
man a member of the above named Local Union and pursuant to Section 9 (e) (1) of the Labor Management Act of 1947, I do hereby autnorize said Local Union to negtrial with my employer.  (name of employer)  (name of employer)		
am a member of the above named Local Union and pursuant to Section 9 (e) (1) of the Labor Management Act of 1947, I do hereby authorize said Local Union to negitial with my employer.  (name of employer)  for water, hours and working conditions and a Union Shop Agreement requiring membership in said Union as a condition of employment. I am employed in the capacity of said Union as a condition of employment. I am employed in the capacity of said Union as a condition of employment.		WAREHOUSEMEN & HELPERS
am a member of the above named Local Union and pursuant to Section 9 (e) (1) of the Labor Management Act of 1947, I do hereby authorize said Local Union to negitial with my employer.  (name of employer)  for water, hours and working conditions and a Union Shop Agreement requiring membership in said Union as a condition of employment. I am employed in the capacity of said Union as a condition of employment. I am employed in the capacity of said Union as a condition of employment.	1	
Labor Management Act of 1947, I do hereby autnorize said Local Union to negitial with my employer.  for wages, hours and working conditions and a Union Shop Agreement requiring membership in said Union as a condition of employment. I am employed in the capacity of  (your classification)  Signature		
for wages, hours and working conditions and a Union Shop Agreement requiring membership in said Union as a condition of employment. I am employed in the capacity of (your classification)  Signature	Labor Management Act	re named Local Union and pursuant to Section 9 (e) (1) of the of 1947, I do heraby authorize said Local Union to negitian
for wages, hours and working conditions and a Union Shop Agreement requiring membership in said Union as a condition of employment. I am employed in the capacity of (your classification)  Signature	with my employer	
membership in said Union as a condition of employment. I am employed in the capacity of (your classification)  Signature	for many hour and	(name of employer)
Signature Address	membership in mid U	nion as a condition of employment. I am employed in th
Signature Address.	capacity of	
DateAddress		(your classification)
		Signature
Carrier Town	Dure	Address
		Cary or Town
	C-market	
	-	



### The Aero Mechanic

EDITORIAL



### Here's to You-

By John Sullivon President, Accounting strial Detrict Ledge 751

Do the time you read this column we will have resumed negotiations with the company, with the Federal Mediation

The preserve state of the Mediation Service, as I see it, is to preserve the company into acting halfway reasonable and

We se ready to write a new contract at any time, using it Kermedy's Aerospace Panel report as a guide to

Several members have collect what has been going an intely, so I thought I'd use this collects to bring you up to date on my activities and

I appeared before the Ninth Clean Court of Appeals in San Practice to help our attorney pressil out once for a Hartley in a transport particularly the wording of that court

We Whs Bonned We won the tiret round, de-spine anything the computity may have to say to the

The Circuit court agreed to to be the case under advisement and render a decision. The decision probably will be

The sampony aigued that the Ninth Circuit shouldn't that me order should stand ex actly as the U.S. Judge in Secretic issued it. But our argu-ments prevailed and the Circut Court to eludying the

> Busy in Other Waye We have been busy in other

At least four other frings croups have tried recently to take advantage of our pre-croupation with the company to one up dissesses and break None has been successful

On the contestly, the total of fort in this direction ended in a reference ficience. Some guy named Robert Bowling, who no be pur to entployed at momentum I under stand tried to pure mit loyal tool and die men into some kind of phosey

He called a meetra; at the T T Miner Elementary School

Leyal Usine Men tended the meeting, only three-were even interested in whit the guy hard to say. All the tring ectri! A Jun bedlew seet of the audience was made up of business representatives and local large officers who wunted to know ward kind COOLS BIN GUY WITH BA THE

a diesiden mad to parmon for a group of vehicle operators. But ed east District Lodge and the

dissidents' petition was with-

An independent electron terniciane group continues to by to harase us. Their petitions already have been tossed out twice by the Na liungi Labor Relations Board.

I understand that there is also an inspector loud-mouth ing in one of the shope Nothing To Offer I've been through hundreds

these little raids in my twenty or more years with this union. I can tell you straight from the shoulder that they will do nothing for our mem

can a rabbit get you that a Don con't?

We Need Swength will impress the company. Il we split into little groups, the onip-my will corve us up one

During the American Revolutionary War a great patriot mild: "We must all hang topether or we will all surely

Ours to an all for one and no for all organisation. So far we have demonstrated that less 100 per cent. We mustn't at whispering compaigns runer mongering, tales propa jurida, or our own impatience m out resolve

Touether, nothing een hurt Separately, nothing can save us "United we stand wided we kall."

Everything Points Our Way We we got everything raing ior un We ve got the lacte. Nothing the company eave of dose can change the lacte. We disserve all of the things in our

setract proposal. President Kennedy & Acro Panel laid down the basic position of the govern prany to look at your requests as submitted by your na got:

uling committee We've got public opinion. Virtually no one but the com priny and its kept stable of lawyers sees this dispute from

the company a point of view We ve got our own resolve md delermination to win a air and regeonable bargain

nel agreement We will preval. It takes time, that's all.



You Can Turn It on With This'

### etters To The Editor ...

Note: The following letter was brought into our office by a veteran member who has grown up with the modern labor movement. He is distincted to the movement and loves his anion.) Editor

This is an open letter to 40,000 Boeing employees within the bergeining unit of this union.

We must once again decide whether to accept another company "final offer" sometime next month or reject it and

plan to fight. If we employees follow the same pattern and course of action that we have followed for the last 15 years, we will huff

and puff and sputter and spew right up to the deadline and thea fold like a stack of cards, and accept a contract that leaves when we started How can we be convinced that

our acceptance for 15 years of these Give-'Em-Nothing, Beat-Em Down, Scare-'Em-Out, Buy Em Off contracts has finally almost completely destroyed our chances of securing a good labor contract-unless we are willing to take action and go on strike after the injunction expires

What must happen before we workers wake up and realize what is happening to us-before we realize what a real and terrific advantage we have allowed the Bosing Company to secure over us at the bargaining table? And I mean the freeloaders

The company knows that without the freeloader we would be

If we were strong at the bar

gaining table we could change the job descriptions and job evaluation write-ups. We could abolish or revise the PA system.

It won't do us much good to discover 10 years from now that we had victory within our grasp only to let it slip away.

We aren't alone in this. We aren't the only ones who will suffer. Our children also are in-I wonder if we have failed

I wonder if we haven't forgotten the important things in life: love, respect, honor and integ-

My children will some day give me the answer. I'll know, if me day one of my children looks me in the eye and says.
"Dad, why did you let it hap

I don't ever want to have to answer that question. I want to win a decent contract now 1 want it for myself and for my family, now and for the future And we can win if we stand firm and stick together

(Anonymous)

### Al Hayes, IAM Get

Valentine Greetings

WASHINGTON (PAI) -Presi dent Al Hayes of the Machinista, whose birthday was Valentine's Day, got Valentine greetings both for himself and his union from Senator William Proxmire, Wisconsin Democrat.

In a statement prepared for radio broadcast by the Railway Labor Executive Association Proxmire noted that Hayes was a native of Milwaukee; that he has served the union long and well and has developed a repu-tation throughout America for clean, honest, reaponsible labor leadership."

### In Memoriam

EARL S. HOOD February 12—Local C (Retired) Mr. Hood joined Lodge 79 April 5, 1932

OSCAR A. MARTEN Died February 11—Local C (2-3250) Mr. Martin joined Lodge 751 February 19, 1942

HOWARD N. NARANJO Died February 17—Lecel A (6-6220) Mr. Naranje joined Ledge 711 August 11, 1960

### Attend Your **Union Meetings**

### AERO MECHANIC

Aeronoutical Industrial District -LODGE 751 -

> International Association of Machinists APL CIO

Official Organ Washington State Machini

District Lodge 751 Officers JOHN SULLIVAN

> CHARLES INGLE Vice President

> WALTER BERG

IKE KRAVIK Sergeent-at-Arms

Eutineas Rapresentatives JIM PIERCE

PETE PIOLI HARRY STOCKINGER HUOH KIRKPATRICK CHARLE HAMUN

EUGENE CALLAHAN BILL BRISTER DAN CARBONE WILLIAM HOLT RICHARD RUSSELL

LEONARD SAARI Aember American Newscaper Guild

re Only \$1.50 per yes tion Price inon-members 81.50 per year as second class matter ost Office. Seattle, Wash is Act of August 24, 1912 d every two week period



### LOCAL LODGE

### MEETINGS

### LOCAL A

Thursday, March 7 11:00 A.M. Thursday, March 21

### 7:30 P.M. **MEG PRODUCTS**

Monday, March 18 7:30 P.M

### Retirement Club Meets

Each Monday, 10 e.m. to 4 p.m Third Monday of Each Month Monday, March 18

EAGLES TEMPLE 7th and Union—Rainbow Reom

### Thursday, March 14

7:30 P.M. Thursday, March 28 1:15 A.M.

LOCAL C

### LOCAL F Thursday, March 14

11:30 A.M. Thursday, March 28 7:30 P.M.

### **ELECTRONIC** SCIENCES

Thursday, March 21 11:30 A.M. Thursday, March 7 7:30 P.M.

### Jesuits Laud Our Union . . .

The company, in the Busing News, says many have been "confused" by our court battles over the injunction. Let us state that there is no confusion over who is the culprit in these months of negotiations.

The company, in its arrant greed and spoiledbrat atublimmness is clearly at fault. President Kennedy's Acrospace Board has plainly so stated. Three massive votes by both our membership and all affected employees have shown where the people

New comes another analysm by an impartial third party.

The magazine, AMERICA, published in New York City by the Catholic Society of Jesuita, carried a long editorial in its edition of February 9. The miltorial analyzes the issues and reviews the history our negotiations aince last July.

Then the editorial states plainly and simply: "It seems clear enough from the record that throughout this processed controversy the Machinlets have acted with great patience and a high sense of responsibility. In this case, as the Presidential board said, it's the company that is off base."

### LIFE and LABOR ...

BETTER LATE THAN NEVER - We oppland Gavernar Rosellini's decision to create a State Manpower Committoe to advise him about the problems of automation. The governor eutlined the committee and its responsibilities in his State of the State message. The committee, among other things, will study the effect of outomotion and ical change on employment.

We would like to point out, however, that the notion is not new, Our own District President John Sullivan wrote to the governor in October, 1959 (that's right, 31/2 years aga), colling for him to set up such a commission. A commission of sorts was created then, but nothing was ever hoard of it again. No public reports, no nothing. Let us hope that the new committee produces something a little mere worthwhile.

like perhaps a plan for alleviating the severe unemployment that is troceable directly to automotion and technalogical innovation.

BUYS FOR MASSES GIRLS FOR CLASSES - In London, England, H you want your children to be boys, stay in the working classes; but if you want your children to be girls, then get rich. That was the recommendation of Dr. Ronald Sprenger after a flor year main of the orisoring of low-income oncluded. For example, a survey of the well-fed British nobiley showed 57% of their progeny are girls

(A) 53 .

0000 SPELLERS in Menchester, England, stanagraphy and arial work has become one of the very few occupand then pretty young girts, according to employment "There's ne mystery about it," said on agency afficial. "We have found, and so have employers, that wemen between 35 and 45 con spell. It's almost impossible to Time a young giernaur-puts who con.

### Labor Press Still Needed

SAN FRANCISCO (PAI) A J Liebling, the noted writer who told the Interna trent Laber Press Associa tion convention in Miemi went a last December that the lates press should be exrun ind is continuing to hit the same point. Speeking in San Financian recently he

"We get fower and fewer spre and I don't think tomes paint designed we get Making where it is hopeless ent out.

Workmen's Comp.

Should Cover All, Joe Davis Says

All secupations should be covered by workman's compenmation insurence," Joe Devis of the United Labor Lobby, told the Senute Labor Committee last

week "Most of the other states and Canadian Provinces cover everything But at this time, we of labor are only eahing that the law be einended to add the retail trade."

Devta stated that while the hazard of working in a rstail store to less than logging, it is not imag then a pulping opera-tion. "Lebor is perticularly con-cerned with retail warehouses," he said, "the only difference in the warefieuse is who owns it."

### Mass Media Controlled By Enemies of Labor

commun cations for the most part are in the hands of people antagonistic to organized labor and create an atmosphere in which it is difficult to conduct responsible col-lective bargaining, AFL-CIO Vice Prea. Joseph D. Keenan

Keenan, speaking to the Greater Washington Central Lator Council, stressed that the major problem is that mount of those who control the press, radio and television do not accept labor as a permanent institution in American society.

This results, he said, in sit-

### Appeals Court To Hear Case On Injunction

(Continued from Page 1) the company has been ordered to "engage in free colctive bargaining in good faith . . .

The company also is re-strained from attempting any action that might be considered an argument against union membership.

That each defendant and their officers, directors, heards, ageats, servaats, em-pleyaes, atembers and all persons la active coecert er participation with them, or any of Minm. are hereby restrained from in any manner advising members of defendant unloss resistantly their rights to con-mos ar discontinue their union membership following expiration dates of collective hargaining contracts heretoform entered lote or written extensions thereof, pending written agreement between the parties or antii sach time as the National Labor Relation Board may make a determination concerning the stales of such agreements as they may affect the parties thereto or the employees conof the coort," the memorandoin opinion reeds

Collective bargaining, with the intervention of the Fed-eral Mediation and Conciliation Service, resumed Tuesday, February 19.

### Labor Lobby Seeks Bonds On Contractors

OI.YMPIA - Construction contractors would be regiatered and would post a surety bond under provisions in House Bill 89, considered for the second time by the House of Representatives Committee on Licenses

James Davis, representing the Washington State Building Trades Council, explained that the measure is an attempt to protect the public from "fly by night" operators and insure that contractors meet their obligations. At present, some contractors leave town before paying their workers, materials and various taxes, including withholding taxes.

WASHINGTON - Mass uations in which news reports are biased in favor of management, and the public has difficulty in obtaining the actual facts in labormanagement disputes. Governments at all levels and the public at large have an obligation under the American system, he added, to foster a favorable climate for collective bargaining.

Modern industriel acciety, he said, cannot survive as a free society unless there is an aggressive, militant and free labor movement.

Keenan warned of the current anti-union legislation under consideration by the ultra-conservative groups and sketched the history and the adverse effect of other anti-union legislation passed in the past 15 years.

### AFL-CIO Asks lax Cut Now

WASHINGTON - Describing the Kennedy Administrations tax cut proposels for 1963 as insufficient" to meet the nation's current needs, the AFL-CIO has called instead for a substantial and immediate cut solely in the first-bracket rate, retroactive to the beginning of this year.

An article in the February issue of the American Federationist, the AFL-CIO's monthly magazine, declares that labor will support additional tax cuts across the board "but only con-The article, "Fair Taxes and Full Employment," was prepared by the AFL-CIO Dept. of Research as a Labor's Economic Review eature for the magazine

It notes that the Administration's general program of tax reduction and reform is "directed towards objectives labor supports-elimination of joblessness and a faster rate of economie growth-but expresses deep concern over the proposed three-year "phase-out" of the cuts and the priorities assigned to the first round.

### U.S. Illiteracy Drops to 2.4%

WASHINGTON (PAI).— Organized labor, which hia-torically has long fought for free education in the United States, can take some measure of credit for the low illiteracy rate just reported by the Bureau of the Census In 1900, there were 113 il-

literates out of every hun-dred persons in the United States. Today the rate is only

2.4 per cent. In nine states, the average was less than 1 in 100, with the lowest rate - 0.7 - in lowa. Other states with rates below 1 per cent were South Dakota, Nebraska, Kansas, Idaho, Wyoming, Utah, WASHINGTON and Oregon

At the other end of the scale were nine states where as many as 1 out of 25 were illiterate. The highest percentage was 6.3 in Louisiana. The next eight states were South Carolina, 5.5; Hawaii, 5.0; Mississippi, 4.9; Georgia, 4.5; Alabama, 4.2; Texas, 4.1; and New Mexico and North Carolina each with 4.0.

lop Priority ...

### President Calls For Youth Bill To Combat Big Unemployment

WASHINGTON (PAI) -President Kennedy, deeply disturbed by continuing unemployment among young people, has given top priority to legislation that would provide jobs and training to thousands of young men and women now out of work.

In a special message to Congress, the President threw his full support behind House and Senate bills that would establish:

• A Youth Conservation Corps similar to that created during the depression of the '30s. This would enroll youngsters from 16 to 21 for outdoor work in national and state parks, national forests and other conservation projects. They would be paid \$60 a month in addition to board, lodging and clothes. They would be given educational and on-the-job training.

• A "home town youth

corps" which would enroll young men and women for work in public or non-profit community service organizations. They would receive half of their pay from the Federal Government and the other half from the organization concerned.

Strong support for the legislation has come from the AFL-CIO and from numer-

ous private organizations.

President Kennedy also has called for separate legislation which would increase from the present 4,350 volun-teers to 13,000 men and would establish a domestic type of Peace Corps to be known as the National Service Corps.

The President, in his message, emphasized that during the 1960's, 7,500,000 students will drop out of school without a high school education and will find themselves unprepared for the skilla that are needed in the current labor market. He added that in all, some 26,000,000 young men and women will enter the job market during the period-40 per cent more than during the past ten

### Time Ripe' Now For Seniority Law

CHICAGO (PAI)-Professor Meyer S. Ryder of the University of Michigan Graduate School of Business Administration believes that the time is ripe for "some new law" dealing with the problem of seniority rights involved in plant relocations. Calling the present situation "messy," Professor Ryder declared that if management is thinking of changing the lo-cation of a plant, it should be prepared to face problems involving "human" questions, personnel and managementunion considerations, the employer's rights versus the employee's rights, and the employer's obligation to his employees in the new loca-

### Grant Us Victory ...

Invocation Prayer by Reverend George McCleve at the Mass Membership Meeting of January 23, 1963

O God. Crumter of all things and Lord of all life, we acknowledge that Thou art our Granter and that we are obtdience to that Thou art the Father of armous brothers. Warmengths highest wholen. Thou the highest which is just for with justice and dignity our leaders, control our division.

Amon

### Bill Shakespeare Was A Union Man

It has been said of Bill Shekespeere that there is no conduct of human behaviour that cannot be covered by an apt published from his pleys and sonnets

With in idle hour to weste and that thought in muid we tended to wede through our Collected Works of William Shakmapage to see if he was a good union man and where he shad on leber relations.

Bare enough, we soon found emple evidence that if the Bard of Avor had been living today he would undoubtedly have been a book carrying member in good standing of our union. Maybe much or what he wrote 343 years ago had a very different meaning then, but nevertheless, many of his farmous lines are completely appropriate when they are applied to trade union subjects of today.

Listen to what Bill Shakespasre had to say on these matters

NON-UNION SHOP "Compeny, compeny, villaisous company, heth been the living sport of me."

STRIKEBREAKERS: "Rubbine the poor itch of your opinion, doth only make yourself scabs

COLLECTIVE BARGAINING:
"And in the way of bargeining, mark ye,

I'll cavil on the ninth pair of a hair."

COMPANY LAWYERS: "The first thing we'll do is to kill all those lawyers."

\*\*ORKMAN'S COMPENSATION

"And so far se the coin of the company will stretch,

I will have the just recompense."

COMPANY PROMISES: "More honored in the breach than in the

LANDRUM GRIPFIN "Tis a tele told by en idiot—full of sound end fury—signifying nothing."

MINIMUM WAGE: "Renumeration! O was that's the Latin.

MINIMUM WAGE: "Renumeration! O yas, that's the Latin word for three ferthings."

PENSION PLAN: "I hope I shall have the leieure to make

good in the evening of my deys."

"Time hath, my Lord, a wellet at his bock,
Wherein he stows alms for his aged oblivion."

COMPANY'S VIEW OP SICK LEAVE

How doth they get the leisure to be sick, In such a justling time?"

COMPANY'S WAGE OPPER:
"Look! our purses ere not full, our garments poor;
And we black from the very Devil of it."

UNORGANIZED WORKER:
"Having nothing, then nothing can be loss."

King Henry IV.

"These pukeing besterds of our times,
That will not sweat seve for promotion."

That will not swent seve for promotio

"Words pey so debte, but they are there to witness our plein intentions."

GRIEVANCE PROCEDURE:

"Things that seem pest redress, are not with us pest care."

OOOD UNION MAN

"I am but a true leborer: I cern that I est; Got that I wear, owe no men hete. Envy no man's happiness. And am glad of other men's good.

As You Like II

Ae You Like It

'Sorry, We're Still Too Busy'



### Mid-Winter Bargain Bonunza at Your Own AERO SHOPPERS CLUB

ELECTRIC BROOM VACUUM CLEANER LIST \$40 OUR PRICE \$29.99
Other Vacuum Cieaners, List \$49.95 OUR PRICE \$34.88

INSTANT HEAT On Cold Winter Mornings
OUR PR CE \$10.88

Terrific Tool Box Buy...

SIMBNORAWIR KENNEDY TOOL CHEST..... Only \$24.98

Banish Fumes, Dust...

AIR PURIFIER, List \$39.95......Our Price \*28.58

TRANSISTOR RADIOS Complete with Earphones and Cases OUR PRICE \$495

NORELCO ELECTRIC SHAVERS List \$31.95 .. Our Price \$18.29

For Little Homemakers...

Large Assortment of BARBEE DOLL CLOTNES.... GOING FAST I

Mid-Winter Fun with a New TV Set...

Take advantage of our Diesel Fuel Oll Plan. Save \$\$.

Call us for full details and prices.

(Members, park as long as you like in the Lodge 751 parking lot, adjacent to our store, while you browns through our House of Volues)

### **AERO SHOPPERS CLUB**

5513 Airport Way South

PArkway 5-7110



### Adult Delinquency



### Jobless, Injury Compensation Hikes Sought

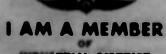
Four bills to improve the unemployment compensation and industrial incurance laws have the support of the United Lahor Lebby in Olympic.

the maximum amount of specified awards for permanent pertial disabilities and inspecified permanent partial disabilities from \$8,750 to \$15,000.

that designatification for unemployment compensation benefits shell continus for tive weeks following the data when a recipiont refusa to except amtable work

the uncomployment componnation tax base ware from the first \$2,000 to the first \$3,600 and raises the maximum amount of benefits payable from \$43 par week to \$40 per week. Twonty-one states have higher benefits then Washington.

Somete Bill 343 adds parmement partial disability to the second injury provisions in the industrial insurance law. When the 1961 legislature passed the second injury in it applied only to total disability.



INDUSTRIAL DISTRICT LODGE NO. 751 AERO MECHANICS UNION

ARE YOU?

### Gap Between Rich & Poor Widening, Surveys Show

WARHINGTON — While meet Assertions are better off financielly then they wace five years age, the gap lietwess those at top and butters of the ecomic na signs of earrowing. In fact, it has wid-

This unequal division of U.S. wealth is ensigned in Laber's Economic Neview, a feature of a recent issue of the American Federationiet, official AFL-CIO enagazine, prepared by the Department of Research. The analysis is basaf on the letest available data, including a new

Despite stellstics showing steady growth in "everage" femily income, the gains have been usevenly distributed, the study shows. Neither high tax rates on high incomes mer the impact of welfare lagislation has brought about any leveling of the aa-

le 1866, for ceampia, the high parcent of the nation's femiliae raceived 43.2 percent of the lotal efter-tax family encores, while the lewast fifth had only

By 1968, the family uscome of the bottom 36 percent had gone up 2005, while that of the top 36 percent had risen \$2,400. As a result, tha top fifth received 43 8 percent of the total income, while the sharv of the bottom fifth had slipped to 4.9 percent.

A U.S. Dept. of Coounerce study on femily income distribution "establishes these major points," the AFL-CIO enalysis declared

"While postwar family income everages have been rising agnificantly and all income brechets have benefited, the gain of the needlast has been shockingly small and the meome share of the groups at the bottess of the scale actually has

• "About twa-fifths of all Americans live in families with

income still too low to provide the minimum essentials of comfortable and decent living."

fortable and decent living."

The AFL-CIO analysis elso cites a study of wealth accumulation by Prof. Robert Lampman of the University of Wisconsin dealing with the percentage of the nation; personal wealth held by the richest I percent of U.S. edulis.

While the personel wealth of the top 1 percent dropped from a high of 16.3 percent in 1829 to a low of 1818 percent in 1949, the percentage has been moving upsince then in 1963, it was 24.3 percent; in 1966, 26 percent, and in 1961 has richest 1 percent owned 26 percent of the nation's personal scelith.

personal smelth.

This has been accompanied by a rice in the number of million-eirse from 27,000 in 1953 to about 100 000 by 1961.

### Bus. Rep. Callahan Home from Hospital, Back to Work April 1

Bus. Rep. Gene Callahan is home from the hoepital, convalencing from a heart attack. He says he will be back on the job sround the first of April.

His doctor said the energetic business representative must take it easy for about

"Have you ever tried to do nothing?" Csllahen esked friends et Lodge 751 headquarters when he visited a

"Well, it's the hardest thing in the world to do," he stated. "I'd rather be back putting in 12-hour days."

The Irishman from Butte asked the editor to publicly thank all his friends who sent cords or visited him in the hospital.

### Negotiations Resume; Ninth Circuit Court To Review Wording Of 80-Day Injunction

Negotiations resumed Tuesday, February 19, in the offices of the Federal Mediation and Conciliation Service here in Seattle

Attending the negotiations were all members of our negotiating committee, including District President John Sulliven; GLR Ed Springer, negotiations coordinator; GLR Ed Carrig, sitting in for Machinists at Rohr Aircraft, GLR W. J. Usery, for members at Cape Canaveral; GLR Vito Mazzocano, for District 70, Wichita, and others.

(The AERO MECHANIC deadline partial prior to the end of that first meeting.)

Our union still is trying to drill into the heads of the company negotiators that what the company has offered so far is not acceptable to our members—or the nonmembers, for that matter.

Ask Fair Settlement
Our union still is seeking a
fair and reasonable settlement based on increase in
wages and coat "fringes,"
drastic revision of job evaluation, elimination or massive
revision of Performance
Analysis, union security, and
improvements in other areas

Our negotiators have pointed out that the Aerospace Panel appointed by President Kennedy last fall had laid down reasonable guidelines for a decent settlement.

Arbitration Offered
Earlier, they offered to submit the entire contract matter to binding arbitration. The company merely

If the company doesn't yield to reason prior to the end of the Taft-Hartley injunction period in which we are now working, our union will be free to strike.

The date of the expiration of the 80-day Taft-Hartley injunction period comes on approximately April 15.

Appeal Granted
Meanwhile, the U.S. Circuit Court of Appeals, Ninth
District, in San Francisco,
has agreed to review the
wording of the Taft-Hartley
injunction imposed upon the
company and our union January 25

The court agreed to review the injunction despite the vigorous protests of company attorneys

Status Quo Sought
Our union maintained that
the 80-day Taft-Hartley injunction should continue the
status quo of the contract
extension. The company ob-

extension. The company objected vigorously, and tried to preserve the ruling as issued by the U.S. District Court here on February 8.

This means that the San Francisco Appeals Court has examined the findings of the

Frencisco Appeals Court has examined the findings of the District Court and is accepting our plea for a review of the injunction. The Appeals Court then will decide what the actual conditions of the 80-day injunction will be.

Violations on Docket
Any violations of the
injunction also will be reviewed by the Appeals Court
on March 15.

The original injunction is-

sued here by U.S. District Judge William J. Lindberg halted any strike or lockout at company installations, directed both sides to resume bargaining in good faith, and forbade any of the parties to discuss any aspect of the maintenance-of-membership clause of the contract.

Our union sought to have included in the injunction a section specifically calling for the status quo on all conditions of the contract.

### Appeals Court To Hear Case On Injunction

The three-man U.S. Court of Appeals, Ninth Circuit, in Sah, rancisco has ruled against the company's adamant position by deciding to hear our union's appeal to the wording of the Taft-Hartley injunction issued here earlier.

The circuit court will issue its final decision later, probably on March 15.

The come vergued vehemently that the San Francisco judges should not even look at our appeal.

Our union appealed the wording of the injunction issued in U.S. District Court here on the grounds that it did not continue all of the terms and conditions of the previous contract. Specifically at issue was the maintenance of membership clause.

Halts Company
In the final wording of his memorandum opinion, U.S. District Judge William J. Lindberg did change the wording to prevent the company from attempting to sabotage our union. But his order did not go far enough, in the opinion of our attor-

Our union, of course, is enjoined from striking for 80 days. The company also is enjoined from locking our members out for a like period.

According to Judge Lindberg's memorandum opinion, if the company attempts to change the wages, hours and working conditions of the previous contract during the 80 days, it can be found guilty of an unfair labor practice.

The company is named as efendant" in the injunction, along with our union.

Ordered to Bargain

As one of the defendants, (Continued on Page 3) WARREN G. MAGRAJSON, WASH., CHAIRMAN
JOHN G. PASTONE, R.I.
A. B. GORG AGGIODOGY, ORLA,
GEORGE A. SMATHERS, FLA.
STROM THURMOND, S.C.
FRANK J. LAUSCHE, OND
MALPH TARBOROUSHE, YEX,
CLAIR ENGLE, CALIP.
L. BANYLETT, ALASKA
VANCE HARTRE, IND.
GALE W. MC GEE, WYO. JOHN MARSHALL BUTLER, MD.
NORRIS COTTON, N.J.
THRUSTON B. MORTION, KY.
HUGH SCOTT, PA.
RENNETH B. KEATING, N.Y.
WINSTON L. PRONTY, VT.

EDWARD JARRETT, CHIEF CLERK

ADMINISTRATIVE FILE all hali human to

United States Strate

COMMITTEE ON COMMERCE

November 26, 1962

Mr. Don A. Hyland 32010 - 56th Avenue South Auburn, Washington

Dear Mr. Hyland:

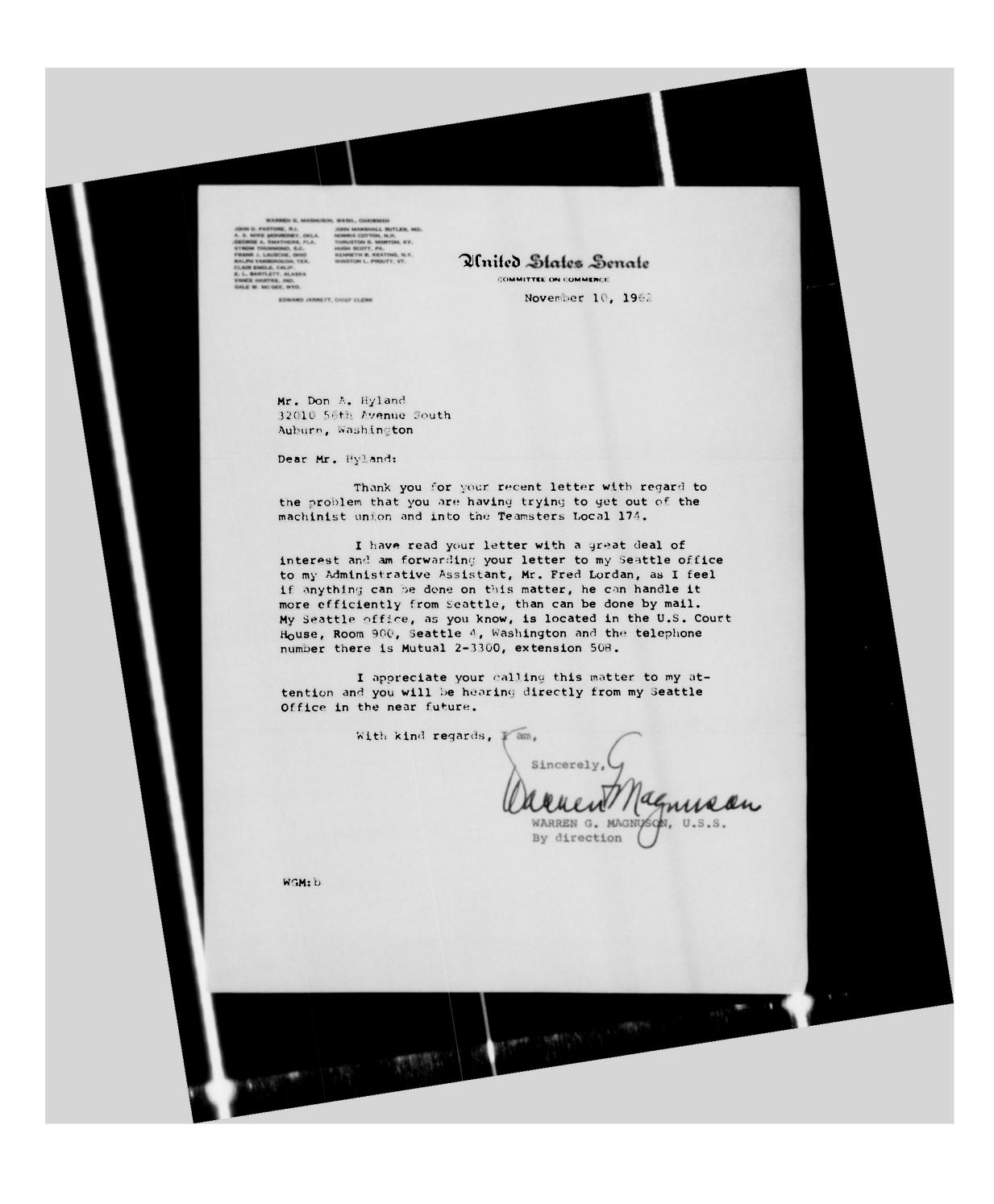
Since your letter was received in our Washington, D. C., office, I have had my staff there and here make very complete inquiry into the matter referred to therein with the Labor Representative in your group. While this is a matter entirely in the hands of the National Labor Relations Board, 1 am able to tell you that our inquiries in Washington and locally lead me to believe that you have a matter that should be taken up directly with the Board. Members of my staff have discussed this matter with Mr. Thomas P. Graham, Regional Director, National Labor Relations Board, 327 Logan Building, MUtual-2 3300, ext: 553. It is my belief that if you would call Mr. Graham, and sit down and discuss the problem with the Director, himself, if there are any avenues to accomplish what you are attempting to do he would know about them. It may be that this is not the time that it can be done. There are many rulings of the Board, itself, that relate to such matters. I have asked Mr. Graham to go into the matter thoroughly with you, and to report to me.

Best regards.

Sincerely,

WARREN G. MAGNUSON, U.S.S.

WGM: flh



Alnited States Benate COMMITTEE ON ARMED SERVICES November 6, 1962 Mr. Don A. Hyland 32010 56th Avenue, South Auburn, Washington Dear Mr. Hyland: In the absence of Senator Jackson, I am writing to acknowledge with thanks your letter of October 31 regarding your group's efforts to leave the Machinists' Union at Boeing and to join the Teamsters' Union. As you know, Senator Jackson is now traveling extensively in Washington, but I want you to know that I shall see that your letter is brought to his attention just as soon as practicable. Sincerely, Richard W. C. Falknor Assistant to Henry M. Jackson, U.S.S. RMCF:dz

### APPLICATION BLANK



### **Aeronautical Workers**

### Warehousemen and Helpers

Local 451 APPILIATED WITH THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS A. F. of L.

Desiring to become a member of the above Union I beechy make application for admission to membership.

Address City

Occupation.....

Employed at Plant

Date of Birth Phone.....

Citizen? Registered Voter?

Date Employed

Social Security Number

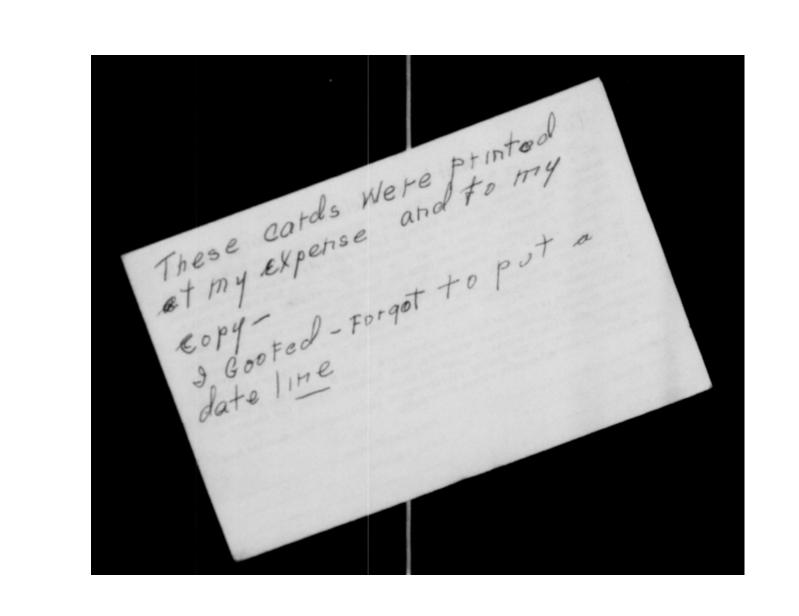
My Beneficiary In.

FULL NAME (Exemple: May A. Doe, not Mrs. John Doe)

Relationship to Insured

Signature

All Initiation money terr on deposit by deraum of applicant shall be considered forfeited in 30 days.



My signature below suth for a National Labor Helat behalf. The purpose of this whether we shall remain join the Teamstera Union applying for a charter of our Should we, try free electhe committee and/or the charter with my employer, Bo and a union shop agreement of employment.  This election is to cover fitractor drivers, mobile cra	Labor Relations Board, Seattle: corizes our committee and/or its chairman to sak ions Board election and to further negotiate on my a National Labor Relations election is to determine in the Machinist Union or by this election seek to a country of the country of the country of the teamster line of the country of the teamster international Headquarters, tion vote to join the Teamsters Union, I authorize airman together with the Teamsters Union to negotieing Co., for wages, hours and working conditions requiring membership in said union as a condition forklift truck drivers. Hand Hilland truck drivers, and operators, hook tenders, freight car loaders or a in-night lais drivers.	
unloaders using forklift truck In short, anyone in the B and similar mobile equipment	loeing Transportation Department who operates this	
In short, anyone in the B	loeing Transportation Department who operates this	
In short, anyone in the B and similar mobile equipment	locing Transportation Department who operates this t, except millwrights.	
In short, anyone in the B and similar mobile equipment	Job Classification	
In short, anyone in the B and similar mobile equipment Name	Job Classification	

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	To TEAMSTERS LOCAL UNION NO. 174
	NATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN & HELPERS
1,	(name of employee)
	et of the shove named Local Union and pursuant to Section 9 (e) (1) of the gernent Act of 1947, I do hereby authorize said Local Union to negotiate
	ployer
for wants, h	(name of employer) hours and working conditions and a Union Shop Agreement requiring
membership	in said Union as a condition of employment. I am employed in the
capacity of	(your classification)
	Signature
Deep	Address
Dute I d	Address City or Town
Date.	

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This election is to cover forklift truck drivers. H and H flathed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Job Classification Ourherd Home Phone Con 34825 44/62 Home Address 10727-36th NE Job Location D. C. 44/62 Seattle Wash. -27

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Name ERNEST SORENSON Job Classification Druhad and
Home Phone Cri-2-8508 Home Address 2019-50-14000 St
Job Location D. R. 44/63 Seattle & warm

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Name DELKYE 6/2014

Joh Classification CRANE OFFEETOR Home Phone PM 5-6702 Home Address Box 731

Job Location Seatth Field

Jan 17 = 63 WASH.

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Home Phone 2/14.7-9565 Job Location Renton Glederal Way Work. Jan 17-63 -27

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To The	National	Labor	Relations	Roard	Seattle

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Name J Job Classification

Home Address HXII S. 175 24

Home Phone CH 3 - 2760 Job Location & MILE Franks.

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Home Phone

Job Classification ....

Home Address\_\_\_\_

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Huma Phone AL 56653

Home Address 3409
Job Location.

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Home Address 213 ~ Name DEAN Kosenbergers Home Phone 24.5.2967 Job Location JG 50 Blog 79 17 - 63

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Name Home Phone En 27573 Job Classification 9197
Home Phone En 27573 Home Address 529 16 4 Job Location Sta 11 Rentine

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Jan 17-63

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Home Address 184/2 492 So Name JOEL ANDERSON Home Phone CH 4-9227 Job Location 3411 2 1/17/63 Seattle BB, Wa

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Name Laborated Transportation

Job Classification

Home Phone

Job Classification
Home Address

Job Location...

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Name Stanley Orlegast Jo Home Phone Part 2 167 Ho Job Location Part 2 17 - 63 Home Address 10033

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### To The National Labor Relations Board, Seattle: My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this hational Labor Relations election lot determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by Jining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I suthorize the committee and/or the chairman together with the Teamsters Union to negotiste with my employer. Boeing Co., for wages, hours and working conditions and a union shop agreement requiring memberably in sald union as a condition of employment. This election is to cover forklift truck drivers. H and H flathed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unioasters using forklift trucks, in-plant bas drivers. In short, snyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights. Name Home Phone Home Phone

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name The Home Phone (13-1798)

Home Phone (13-1798)

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To The National Labor	Relations Board, Seattle:	
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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Motore J. Bennine Job Classification Perator B

Home Address 4529 BIRANDENS

Home Phone P.4 5-226/

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In short, anyone in the Bosing Transportation Department who operates this and similar mobile equipment, except millwrights.

Home Phone EA-4-7043

Job Classification 4197

Home Address 422-26t Sa

Job Location Plt #2

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## To The National Labor Relations Board, Seattle: My aspature below sutherizes our committee and/or its chairman to sak for a National Labor Relations Board election and to further negotiate on my heald. The purps se of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seeks to join the Teamsters of our own from the Teamster international fleedquarters, and the state of the second seeks to specifying for a charter of our own from the Teamster international fleedquarters. The second seeks of the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Board Co., for wage, hours and working conditions and a union shop agreement requiring memberahip in said union as a condition of employment. This election is to cover forkillt truck drivers. H and H flatted truck drivers, tractor drivers, mobile crase operators, hook tenders, freight car loaders or unloaders using forkillt trucks, in-plant bus drivers. In short, anysee in the Boeing Transportation Department who operates this and similar mobile appropriate except millwrights. Name Home Phone Job Location.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Home Phone

Home Address

Job Classification

Job Location Luck Shield

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In short, snyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Verm S.C. Com Home Phone 4226

Job Classification = 3 K 1.FT CPR
Home Address / SE 12 SE 102

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Lean S. Evoke Home Phone Charles

Joh Classification Hook Tender
Home Address Jan 17 = 63 Wash.

Job Location - 27

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In shirt, anyone in the Boeing Transportation Department who operates this and similar mobile and poment, except millwrights.

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In short, anyone in the Boeing Transportation Department who operates this

Home Phone EA - 2-5194

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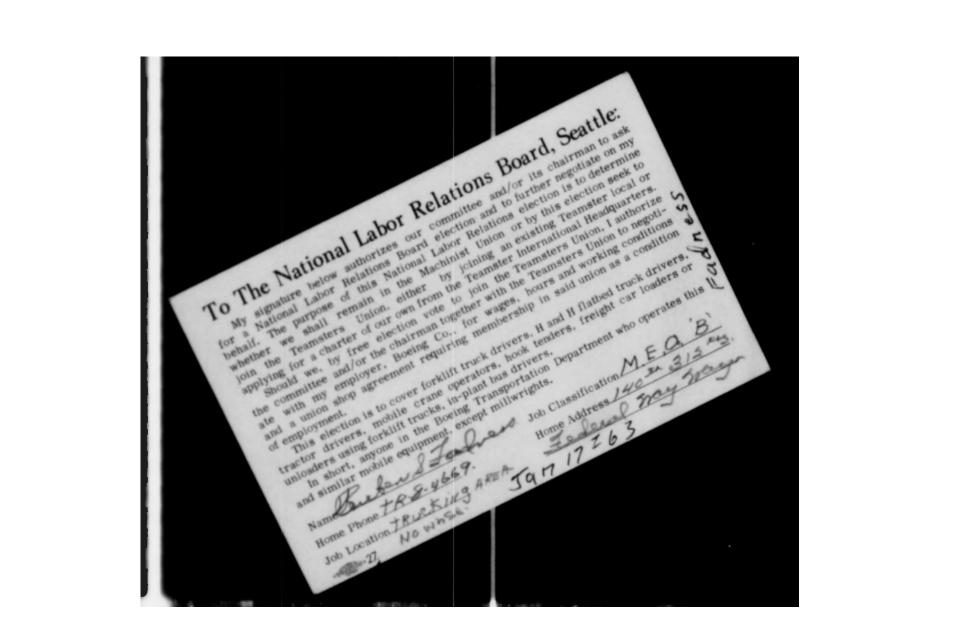
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This election is to cover forklift truck drivers, H and H flattled truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

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Name William W. FREE Job Classification MEO. R Home Phone AL5-3707 Home Address 3610 7 SAVE N ELATON WASH.

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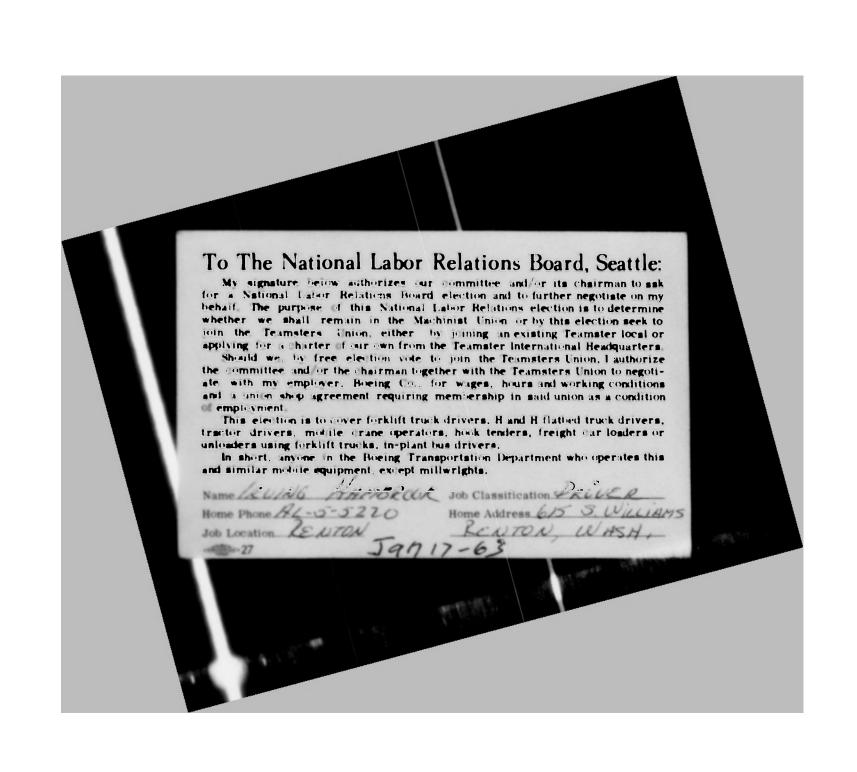
Name John R. HAIMA

Home Phone

Job Classification L ft truck Driver Home Address 5419 50,114 Seattle War,

Job Location Plant I

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This election is to cover forklift truck drivers. H and H flathed truck drivers, tractor drivers, mobile crane operatora, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

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Job Classification Hold D.

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Job Location

Job Classification Hold D.

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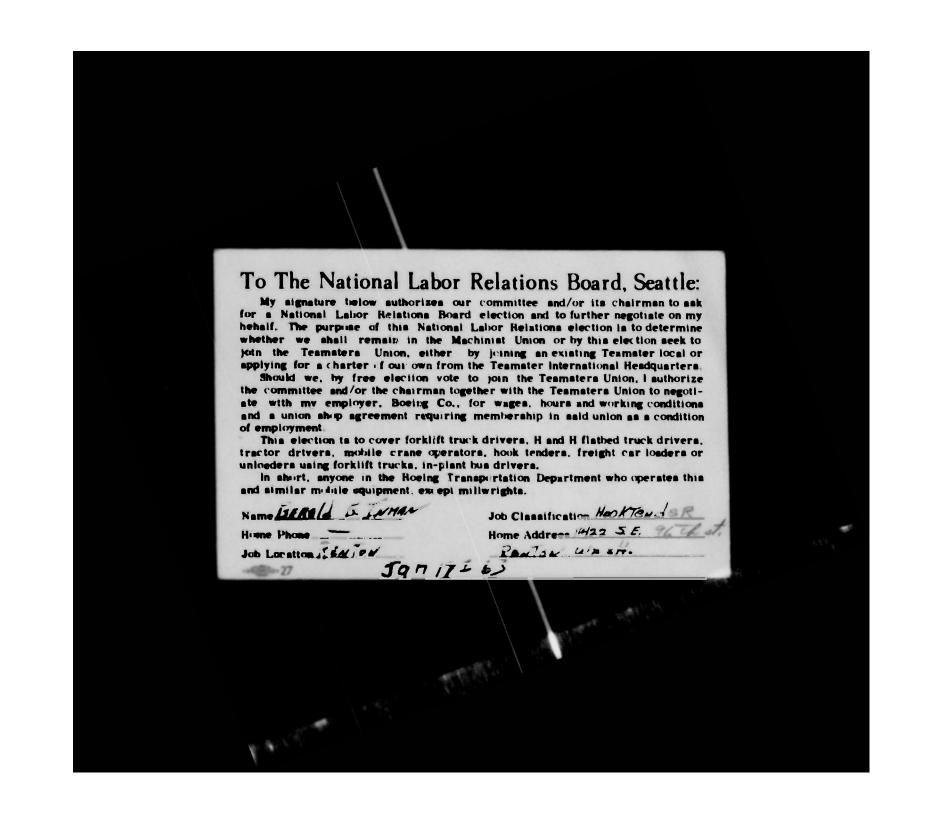
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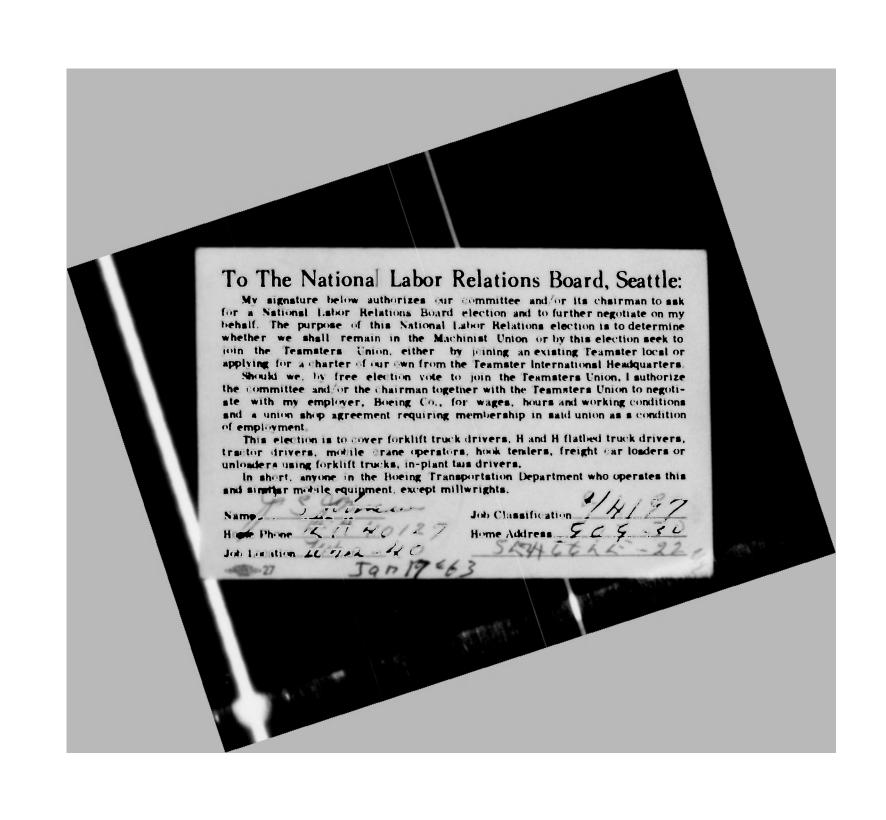
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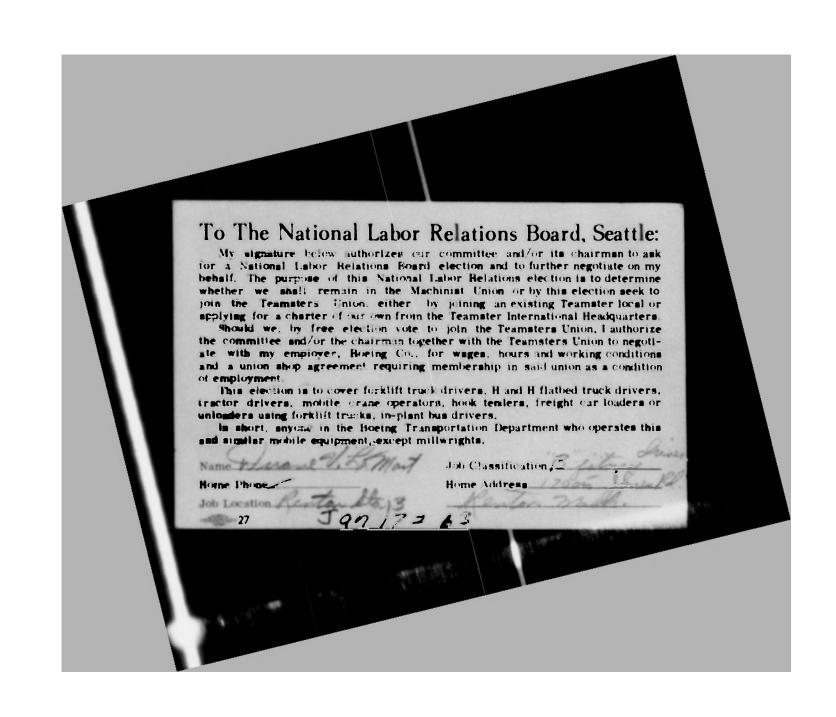
Name ANTON E. KAHOUN Job Classification HOOK TENSER Hime Phine A45- 4734 Home Address 19020-1404 AVE.S. E. Job Location Baker en Son 17 17 - 63 BENTON WASH. 

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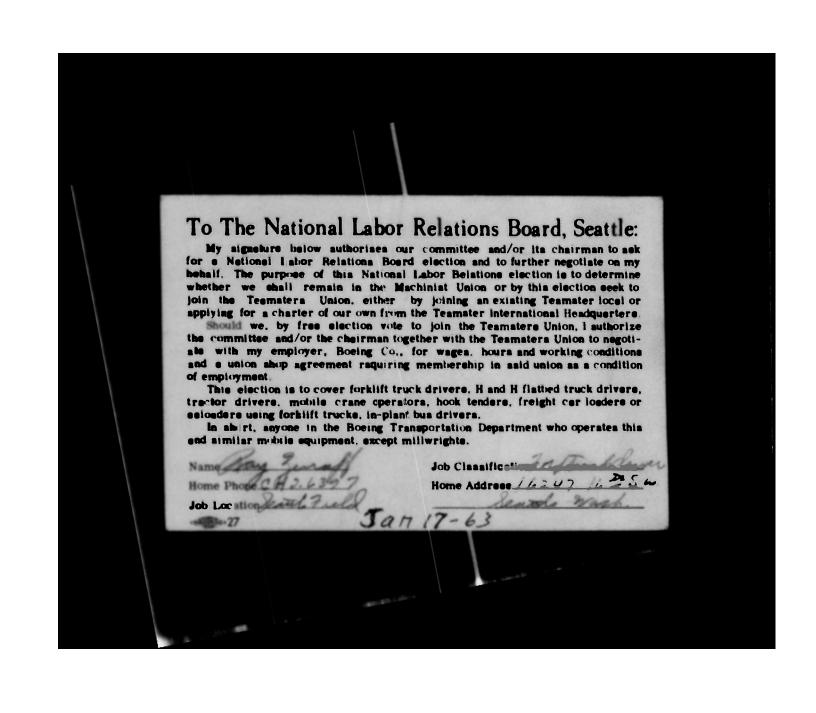
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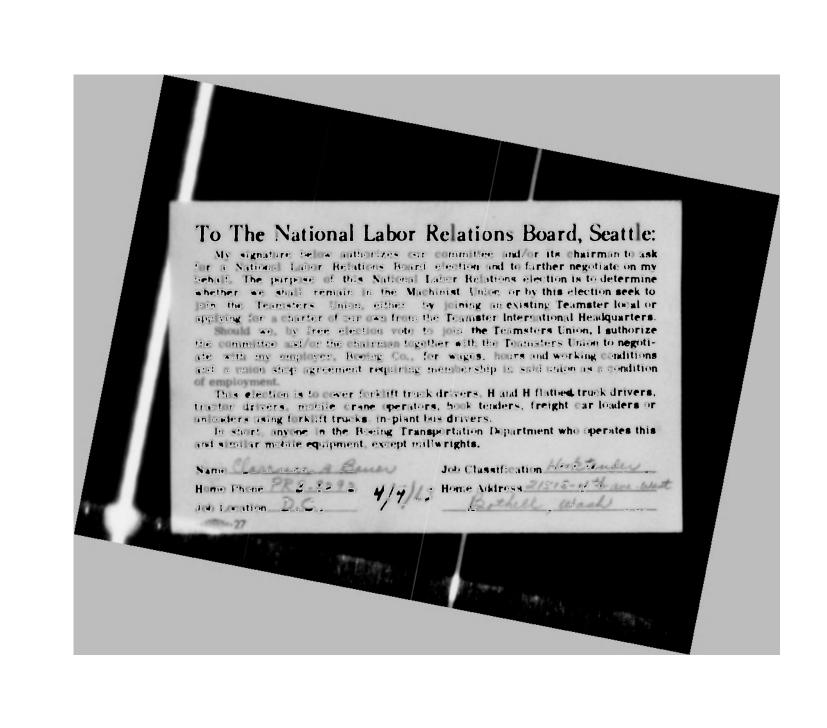
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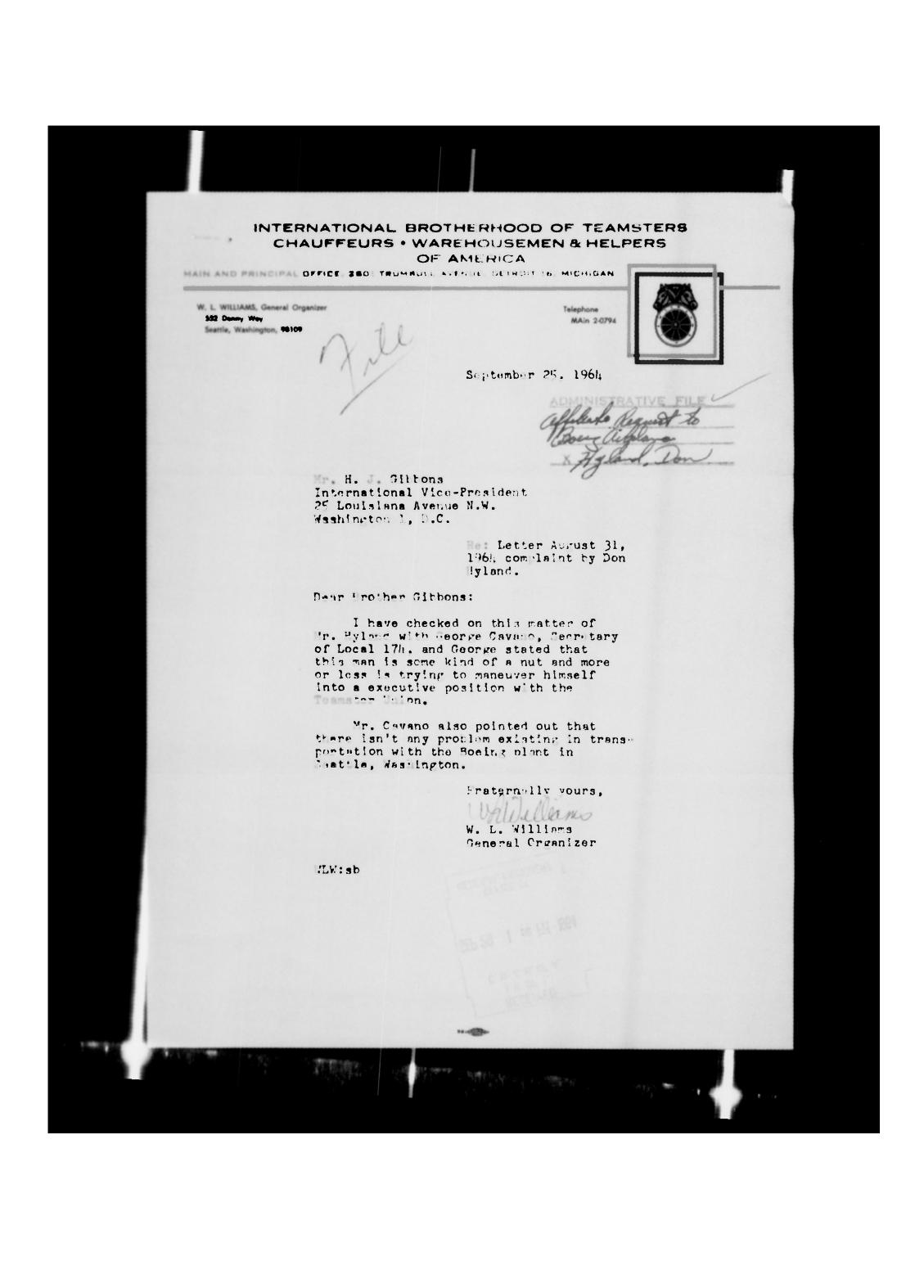
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ADHINISTRATIVE FIFE
AND AUGUST 31, 1964

Mr. W. L. Williame, General Organiser
International Brotherhood of Tennatere
552 Denny Way
Seatile 9, Washington

Dear Bill:

The attached communication from Don Hyland

is celf-explanatory.

I would appreciate your checking this out and
giving me a report.

Fraternally youre.

H. J. Gibbone
Vica-President

HJG/mc
Eaclocure

32010 - 56th Ave. So. Auburn, Washington

Mr. Harold J. Gibbons 25 Louisiana Ave. N. W. Washington, D. C.

Deer Sir:

It is somewhat embarrassing to write to you about Boeing union matters. It occurs to me you may think me some kind of nut. A friend of mine, Al Panak, Business Agent for Teamsters #162, Portland, Oregon, told me "if you are doing what you think is right, don't worry). I try to consola myaelf with that thought.

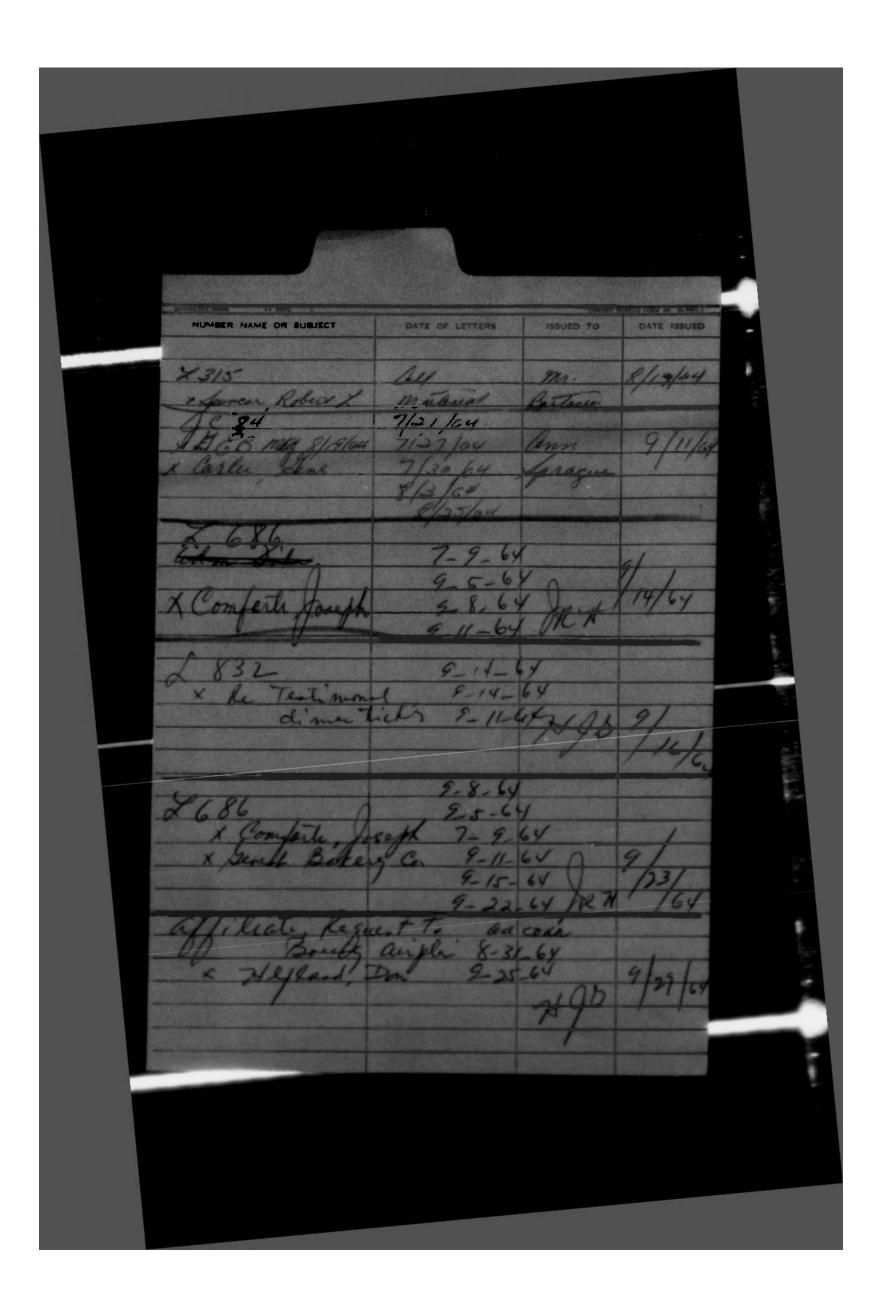
In spite of my efforts to get the fork lift drivers in the Teamsters in the past, I have not been fired, at least not yet.

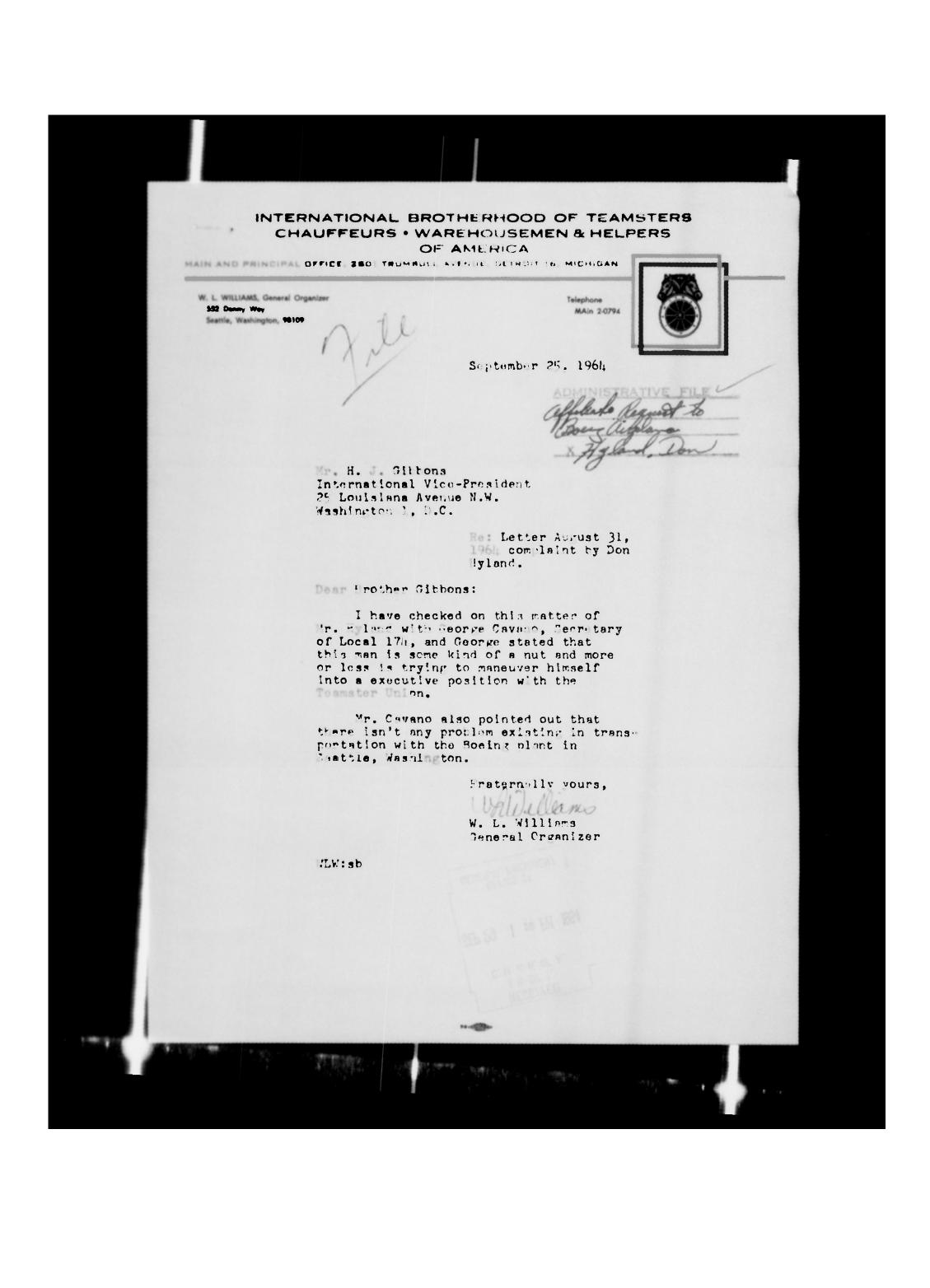
A curious circumstance happened during this effort however. A Boeing guard became very friendly with me, which may or may not have been on the level. He has always had an interest in Teamster affairs. Obviously, I wouldn't tell him anything, even if I knew anything about Teamster affairs, which I don't.

Last week he told me he had bought a health and accident policy from a Travelera Insurance agent in Tacoma. (The guard lives in Tacoma). During the course of the conversation with this agent, the agent said he had bean approached by a Tacoma Teamster local for a group health and accident policy. The agent told the Boeing guard that during the course of negotiations the Teamster business agent tried to shake down the Travelers Insurance Company for \$4000.00 a year to send his boy to medical school. I doubt if there is any truth in it, but it is a curious circumstance. Why did the guard tell me?

There is currently another matter, however, which I am sure does directly affect the Teamaters union. Boeing has a tremendous amount of refuse from manufacturing, shipping etc. Until recently this was handled with Boeing equipment and with union truck drivers - Local #174. In Boeing Renton Plant it was estimated at 160 man hours per week and at the Auburn warehouse, where I work, at 80 man hours per week.

This refuse is now being handled by a non-union company called Metro Disposal, Inc. One of the owners, I am told, is a man by the name of Jim Gotti. I asked one of their drivers if he had ever been asked to join the Teamsters union. He said he wouldn't join the Teamsters union, and that he got \$138.00 a week plus health and welfare for a 6 hour day. This guy has really been hrainwashed. He also said the company had eight rigs in operation - all with demountable forty yard boxes. He also said Metro Disposal had a \$100,000 worth of equipment. It doesn't sound small.





August 31, 1964

Mr. W. L. Williams, General Organizer International Brotherhood of Teamsters 552 Deany way bestile 9, Westington

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H. J. Gibbons Vice-President

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If this scab outfit can move in and eliminate 240 union man hours per week, why couldn't they branch into other hauling and eliminate all 125 Boeing union drivers? Unless the Teamsters union has somebody, who is tough, aggressive and smart to work on this, I think it just could happen.

The Machinist union, which locally, at least, is inept, awkward and stupid, has let itaelf be maneuvered into almost this same position. A considerable part of Boeing employees are non-union, which makes it tough for the machinists at contract time. This is what I mean by the machinists "brains" locally being almost non-existent. They called the shop stewards in for a meeting. At the meeting one of the shop stewards asked Sullivan, President of the local), why they had not struck Boeing last time when they had strike authority. He was told the local had no strike fund. The local had been collecting a strike fund for a number of years.

Currently the machinist union is trying to raise dues from \$4.25 - \$4.50 to \$6.00. This doesn't seem to be making much of a hit either.

About our own welfare, the fork lift drivers. So far as I can tell, Boeing supervision is not quite as hostile as it used to be, but there is planty of room for improvement. We don't get treated as well as the truck drivers, either socially or financially. Financially, though, after we failed to get in the Tesmaters, we were upgraded one pay grade from a seven to a six. We now get \$2.67\frac{1}{2}\$ an hour. Still a long way below the Teamater scale. In fact, the people in this whole plant would be better off under the Teamsters union. I read in the Seattle Times newspaper, (Republican), that the wage scale of the General Dynamics Airplane Co. in Texas averages fifty-cents an hour higher than Boeing.

I hope some of this information may be of some use to you and with best wishes, I remain

A Sincerely,

Don Haland

P.S.

I am asked quite often still by the fork lift drivers, if I think we can ever get into the Teamaters. What can I tell them?

We com

ADMINISTRATIVE FILE

Applicate Requests

Blockery Absolute

32010 564h Ave. St.

Auburn, Washington Sept. 13, 1963

Nr. Harold J. Gibbone 25 Louisiane Ave. N.W. Heahington, D.C.

Daar Sir:

I guess this is in a way a sort of left-handed apology for inwolvent you in what I thought would be a local fight.

However, it didn't stay "locel" very long and this being my first exerience in thie, I involved and smbrrassed the wrong people. You are among them. This is about the effort of 375 fork-lift drivers to get into the Teamsters Union. You seemed to be a pretty good guy when I talked to you by those end I certainly had no intention of emberraesing you.

Maybe you aight be interseted in knowing just how it happened. It was like this - - -

Prom 1933 to 1949, I was a member of Tenmsters Local 162 in Portland, Ore. I was well treeted by the officers of 162, I did a man's work and I got e man's pay and in addition the employers respected the Teamsters Union. I can to Seettle in 1950 but had an argument with George Cavano (.74) so I have not been driving eince. I went to work for Boeing as a fork lift truck driver, wasse were bed and conditions were worse.

Last year we were getting 2.34 on hour and we were being heressed and huailiated by supervision in a wey hard to believe. The mechinist union was unwilling or unable to do anything for us or for anybody else for that satter. I have been a union men all my life but I can't are any wint in belonging to a union that can't or wen't fight for its members. At this time though I beloaged to the machiniat union. Twice since I have worked for Bosing, Teamster Local 174 sent out through the plants and warehouses \$174 application cards for the fork-lift drivers to sign.

Wothing followed on this however. I am enclosing one of those cards.

Sometian during all this I understand my good friend Fred'Klinefelter

(353) contacted you about the fork-lift drivers. Whatever measures were taken by you and Fred apparently were not successful either.

Ho, last summer when the machinists and no contract with Bosing, I called an attorney for the N.L.R.B. to see about an election for us. He told se the N.L.R.B. could not let us split away from the machinists because the N.L.R... did not believe in liberty either individually or collectively and what the ".I.R.F. wanted above all was industrial stability.

I wrote to Senatora Jackson and Magnuson describing this conversation and saking them if Ruseian unions were operating under this same system.

Shortly after this I think something hit the fan.

I got a call from Mr. Fred Lordan who worked for Senator Magnuson.

Ha said Mr. Tom Graham (Diractor of Local N.L.R.B.) would be glad to see
as and explain the workings of the N.L.R.B. in relation to our problems.

I met with Mr. Graham. Fr. Graham was polite and thorough but definitely not friendly. During this conversation one point stood out. He said as a group with no affiliations or connections with a parent union we had no chance. He said if we were aconsored by the Teamsters we would have a very good chance. Georga Cavano (174) and Kally DePriest (451) had the only charters that could cover us. Cevano had turned us down before and we didn't want to join 451 for a number of rassons (all good).

So I phoned you at the Eden Roc Hotel in Miami. I guees you didn't understand se or I di n't understand you. Anyhow, I had printed at my own comy and my own expense application cerds for the Teamsters union. Included on these cards was an application for an N.L.R.B. election. I sent them out by truck drivers to as many Boeing installations as possible and when I got the back I filed for an N.L.R.B. election. I was out on a limb than. If the Teamsters didn't back a up we were dead (and I'd be out of e job).

I certainly never occurred to me that the Teamsters would not want 375 naw members. Particularly when between the truck drivers and the fork-lift drivers, Bosing couldn't move enything in plant or out, which makes for good contracts it seems to me. Anyhow we needed a small miracle but I must have had it in reverse because nobody showed up but Kelly DePriest (451).

Kelly filed on our behalf. He stayed with it for a while and the joint council acreamed. (I guess you heard them.) They were strong for the "Status our." Status our there seems to mean ouft office chairs, long coffee

breaks and no trouble of any kind.

Sullivan and Gibeon of the Machiniste attended so many joint council sections it got so you couldn't tell who was a "easster and who was a Machinist. It was just one big unhappy family. They did agree on one thing however - as. They all said what we were doing was right but they didn't want us to do it. Can you make any sense out of that? I couldn't either.

Pretty soon Kelly withdrew our petition at the N.L.R.B. under pressure.

About that time I neard that the Machinist Union was found to do some horrible things to see as soon as they had a contract with Noeing.

In the absence of a contract, I witndrew from the Machinist Union and joined Teamster Local 451. 'At the next meeting of 451, I made a motion that Kelly would refile our petition and not withdraw it, excapt by unanimous vote of the sembership. It was carried unanimously.

Kelly refiled. I attended several meeting after thin. I noticed Mr.

De Priest often mentioned his good friend, Mr. Logan (first or last name?)

a Boeing Coapany vice president. After Mr. DePriest visited Mr. Logan

perhaps there would be a policy shift of this local. Later, Mr. DePriest

told as that the M.L.R.B. had contested some of the names as had filed and

had thrown out our petition. Then I questioned Kelly on this he was evasive.

Later I called a good friend in the Teamstere Union and asked him if
Local 451 was a company union. Ha was a little indigmant until he investigated
with these results. (One) logan was Kelly's captain in the Army in World War I.
Apparently a long friendship. (Two) Our petition was thrown out for lack of
interest on the part of Kelly DePriest. My friend who investigated this does
not want as to mention his name as he says I get him into trouble. He is a
thoroughly responsible man and well respected in this area.

Without the Teamatera we took a good beating, and not because of the Fachinia a or hoeing because I feel we could have beaten both of them. And the hell of it is - wa were right.

Don Ellie (joint council) said he would try to negotiate us into the Temmeters Union. Sullivan told him he would but I doubt it. (See Machinist paper.)

Neybe you might went to know why I went to this trouble. I epent \$300 of my own dough and a lot of time end hard work on this effort. It's simpleI wented batter wages and conditions for 3/5 guys and a better job for myself.
Well as a hard loser maybe I have earned the right to sound off a little about some thinks - union-wise that is.

First - T don't expect anything for my trouble. Nobody owes me anything for my trouble, and vice versa and bedides I had a bell.

Second- I don't think that morally the Teamstere Union has the right to withhold their strength end power from those in need of that strength any more than a doctor hee the right to withhold his aid and knowledge from the sick or hurt.

Third - I cannot understand how you as meamsters can lose N.L.R.B. elections. If you go to the trouble of finding out what you can do for people in the way of wages and conditions according to the business they are, talling those people what you pregoing to do for them, and then do it. - How the hell can you lose an election? And I don't just mean driving trucks either.

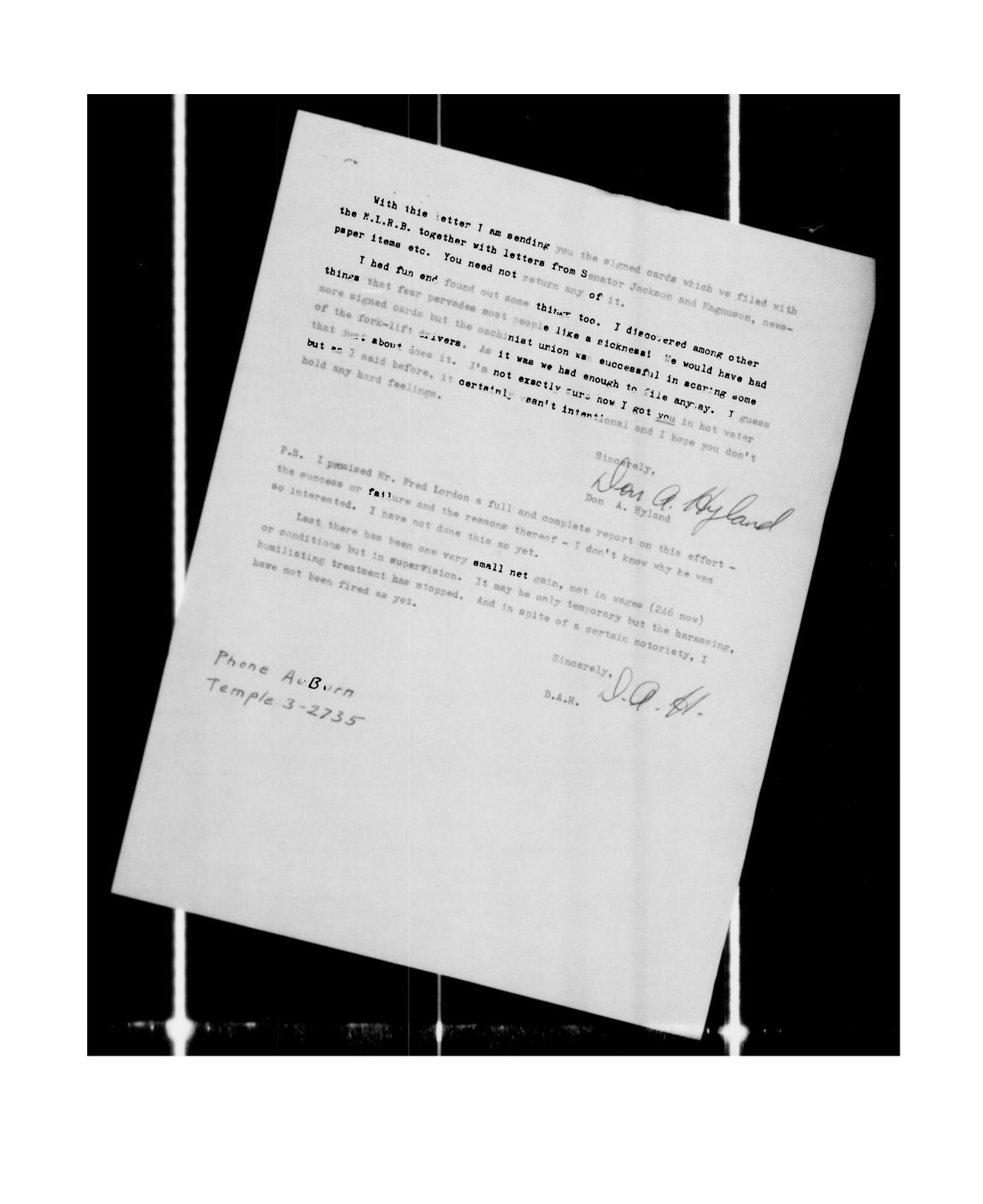
Enclosed in this meas is a Seattle Times newspaper item about

Taktronix - a big plant in Beaverton, Oregon. My information is about
a year old so it may not be accourate-

3000 amployees of this firm- top wages \$1.83 - average \$1.50.

Commany builds huse new modern factories. Half-hearted effort by
the Teamstere to organize. The is ther no all-out effort on the
part of the Teamsters to organize plants like these? God knows these
people need help. Frankly you might wonder if the "Status quo" in the
"nited States ien't cort of like "manana" in Mexico. These people need help
and the Teamstere need members if someone would push.

Fourth - with no hard feelings at all, I think that the charter of 451 should be revoked. This is a ghost union. It does not represent anybody nor ever will unless you come head-on into the modhinist union for 30,000 members (You could have had them last fall!) I think that the sambers of 451 should be transferred to a live local to keep their insurance and to give them better job opportunities - job opportunities they do not now have.





### **Aeronautical Workers**

### Warehousemen and Helpers

Local 451

AFFILIATED WITH THE
INTERNATIONAL RROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN AND HELPERS
Telephones MA, 4-5230 - LA, 3-3108

553 John Street

Seattle 9, Washington

April 16, 1963.

Mr. Don A. Hyland, 32010 56th Avenue South, Auburn, Waahington.

Door Den

Enclosed find your dues book, receipt for \$10.00 end the \$1,000 dollars Insurance Policy, also a self addressed envelope for your use when you need it.

we want to thank you for all the work you have done in behalf of the mon in the Transportation Department, and they should certainly appraciate what you have done for them, in time and money it has cost you for the work you had to put in to try and get scalething done.

We filed the petition with the National Labor Relation Board yestarday and the case has been assigned to MF. Turnbaugh for his attention, and I feel that we got a break there, as he seems to be a man you can reason with, at least we hope so.

Mr. Sam Bassett will set as our attorney and will represent us at the hearing. I will keep you advised as to the progress, and as to the witnesses we may need.

Mra. DePriest asks to be remembered to Mrs. Ryland and your lovely family.

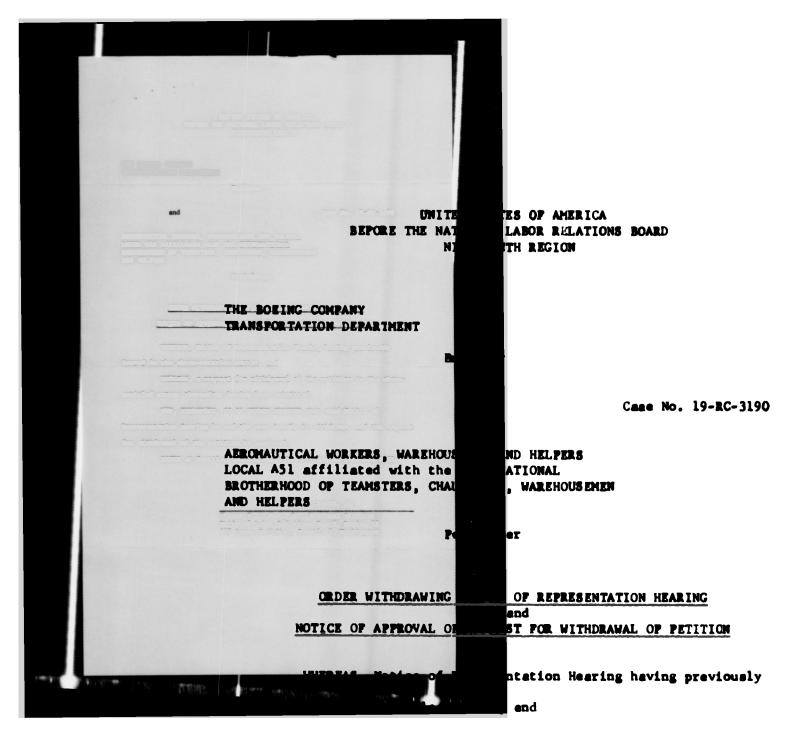
Again, thanking you for your wonderful spirit and courage your have smanifeated in your efforts in this matter and assuring you of my personal delight in having you with ua, and I only hope that the good work will provo fruitful for you in the long run.

With bast wishes and kindest personal regards to Mrs. Hyland, your lovely family and yourself. I am.

Fraternally yours,

J. Felly DePriest, Secretary-Treasurer.

JED/h. 4-Incle.



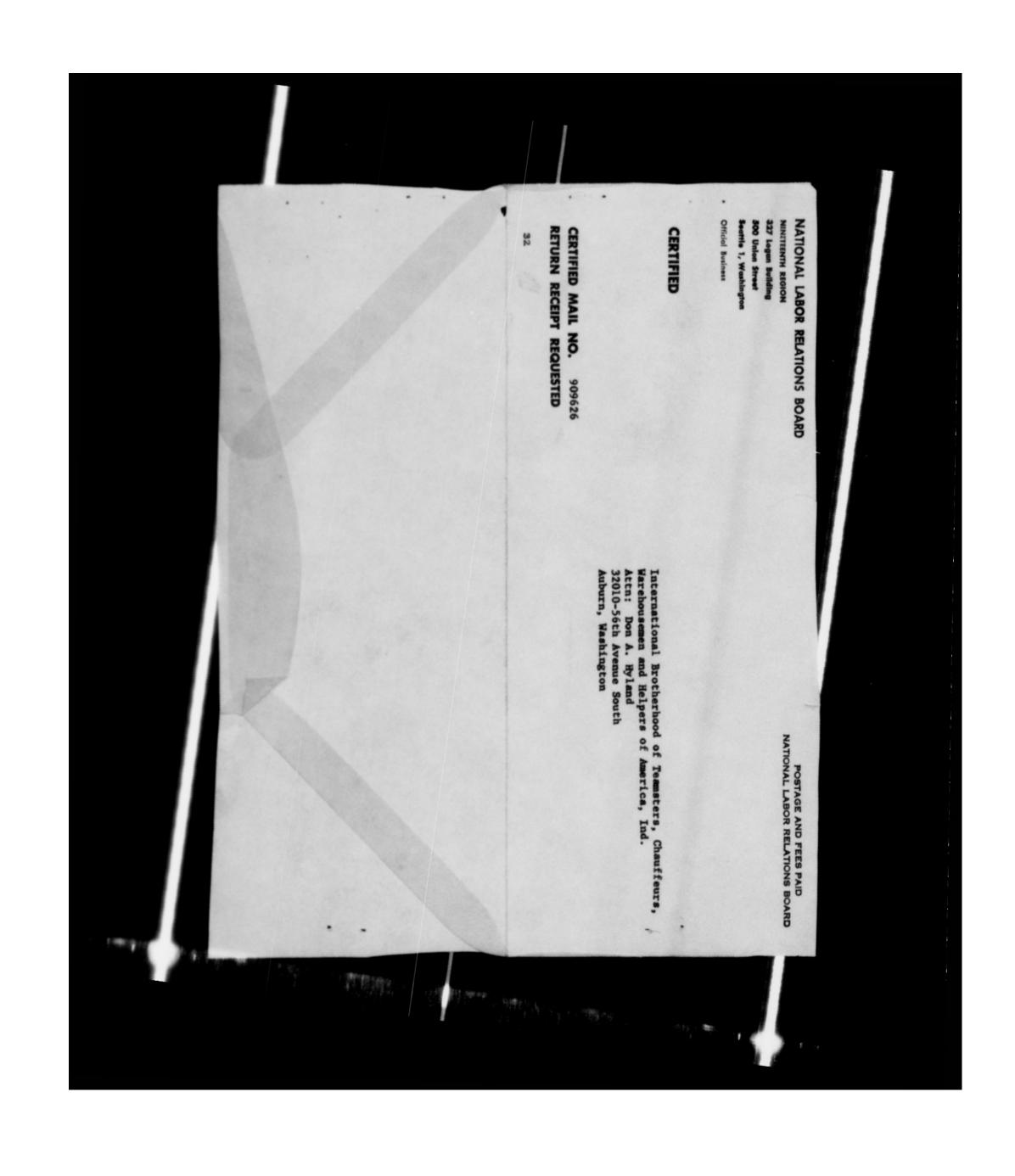
WHEREAS, a request for withdrawal of the petition in the aboveentitled satter thereafter having been submitted,

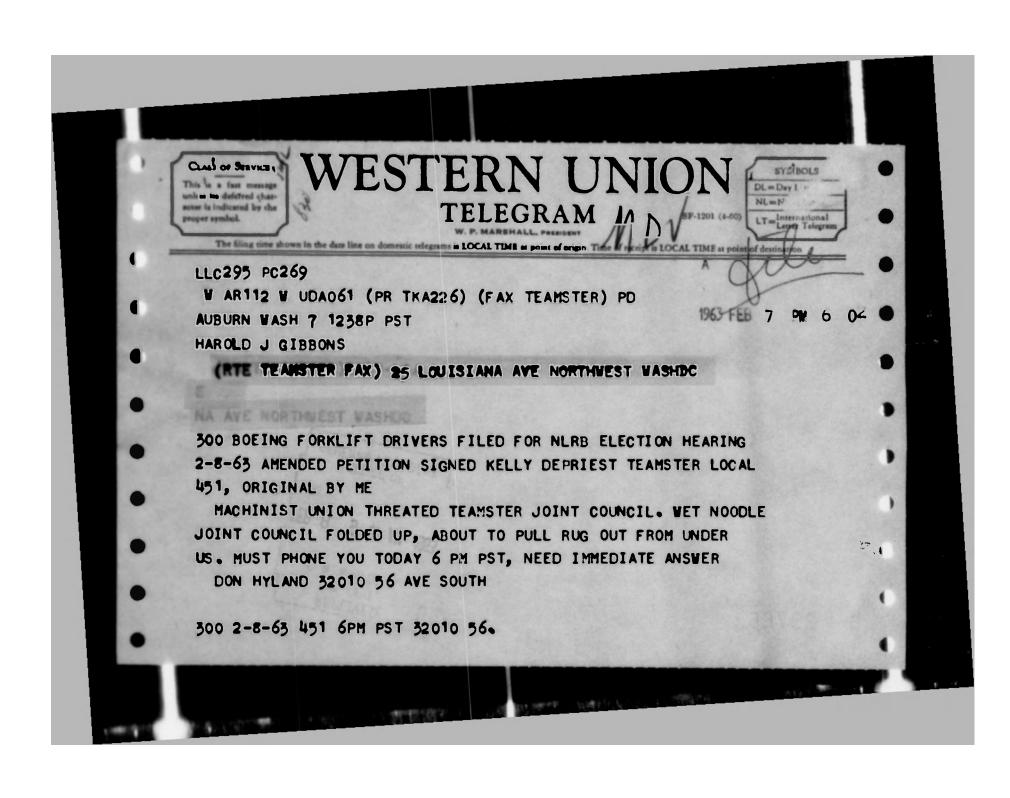
NOW, THEREFORE, IT IS HEREBY ORDERED that said Notice of Representation Hearing be and the same hereby is withdrawn, and the request for withdrawel of the petition is approved.

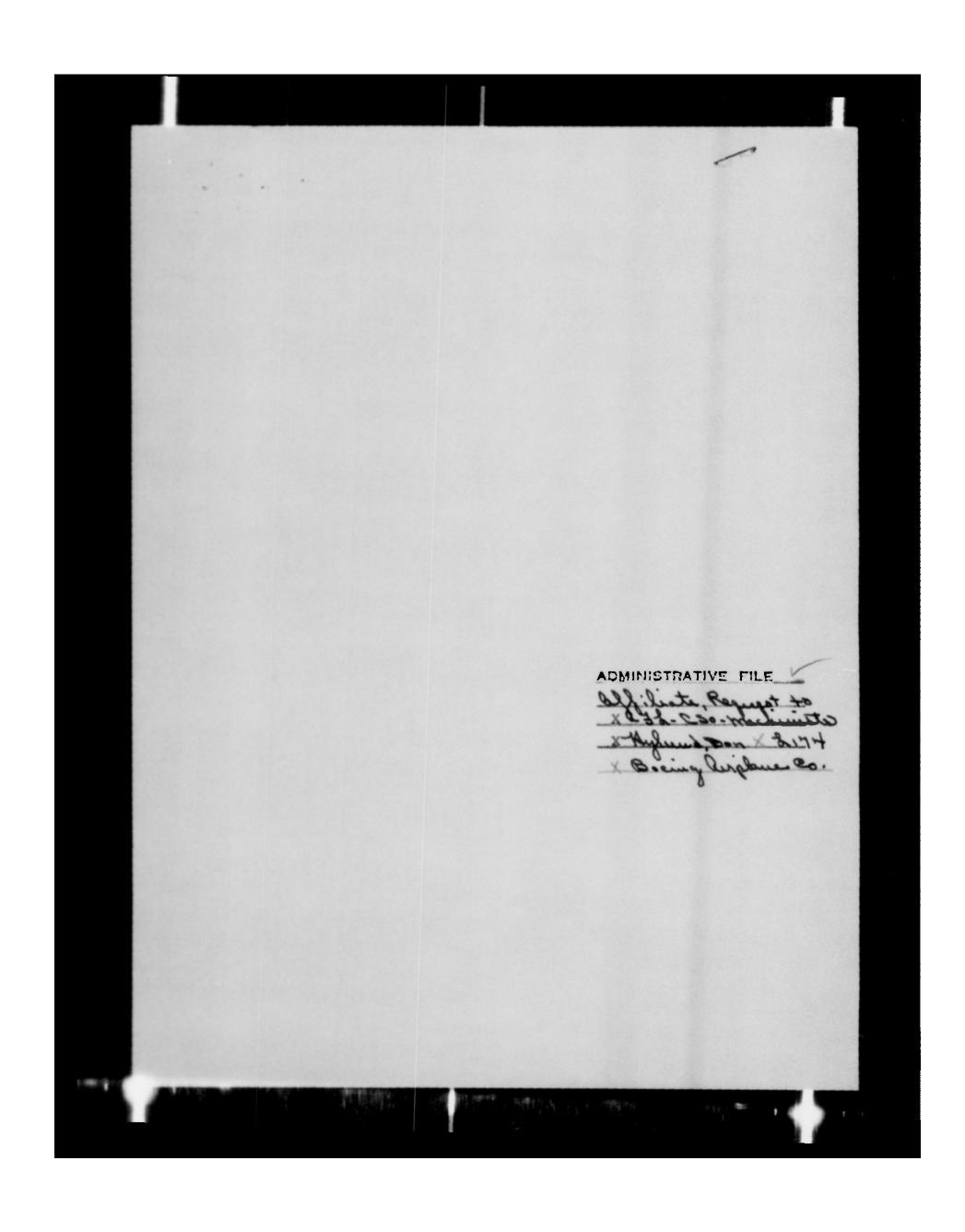
DATED et Seattle, Washington, this 11th dey of February 1963.

THOMAS P. GRAHAM, JR.

Thomas P. Graham, Jr., Regional Director National Lebor Relations Board, Region 19 327 Logan Building, Seattle I, Washington







#### BEFORE THE NATIONAL LABOR RELATIONS BOARD

THE BORING COMPANY, TRANSPORTATION DEPARTMENT,

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Employer

end

Cese No. 19-RC-3190

ARROMAUTICAL NORKERS, WAREHOUSEMEN end HELPERS LOCAL 451 effiliated with the INTERNATIONAL BROTHERHOOD OF THANSTERS, CHAUPTEURS, MARE-HOUSEMEN AND HELPERS,

Petitioner.)

MOTION

The Employer moves the Regional Director to continue the hearing in the above-entitled case, presently set for February 8, 1963, to the week of Merch 25, 1963, as may suit the convenience of the Regional Director.

I sortify that copies of this Motion and supporting effidevit, which is incorporated here by reference, have been sorved upon all perties this day.

DATED at Seattle, Weshington, this 6th day of Pabruary, 1963.

HOLMAN, MARION, BLACK, PERKINS & COIE

COPY WILLIAM M. HOLMAN

William M. Molmen, Attorneys for Employer

26 Office and P. O. Address:

1900 Washington Building Seattle 1, Washington

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29 MAin 2-2762 30

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COUNTY OF R I N G )

WILLIAM M. MOLMAN, being first duly sworn, on oath deposes and says:

That affiant is counsel for the Employer in the matter of The Roeing Company, Case No. 19-RC-3190.

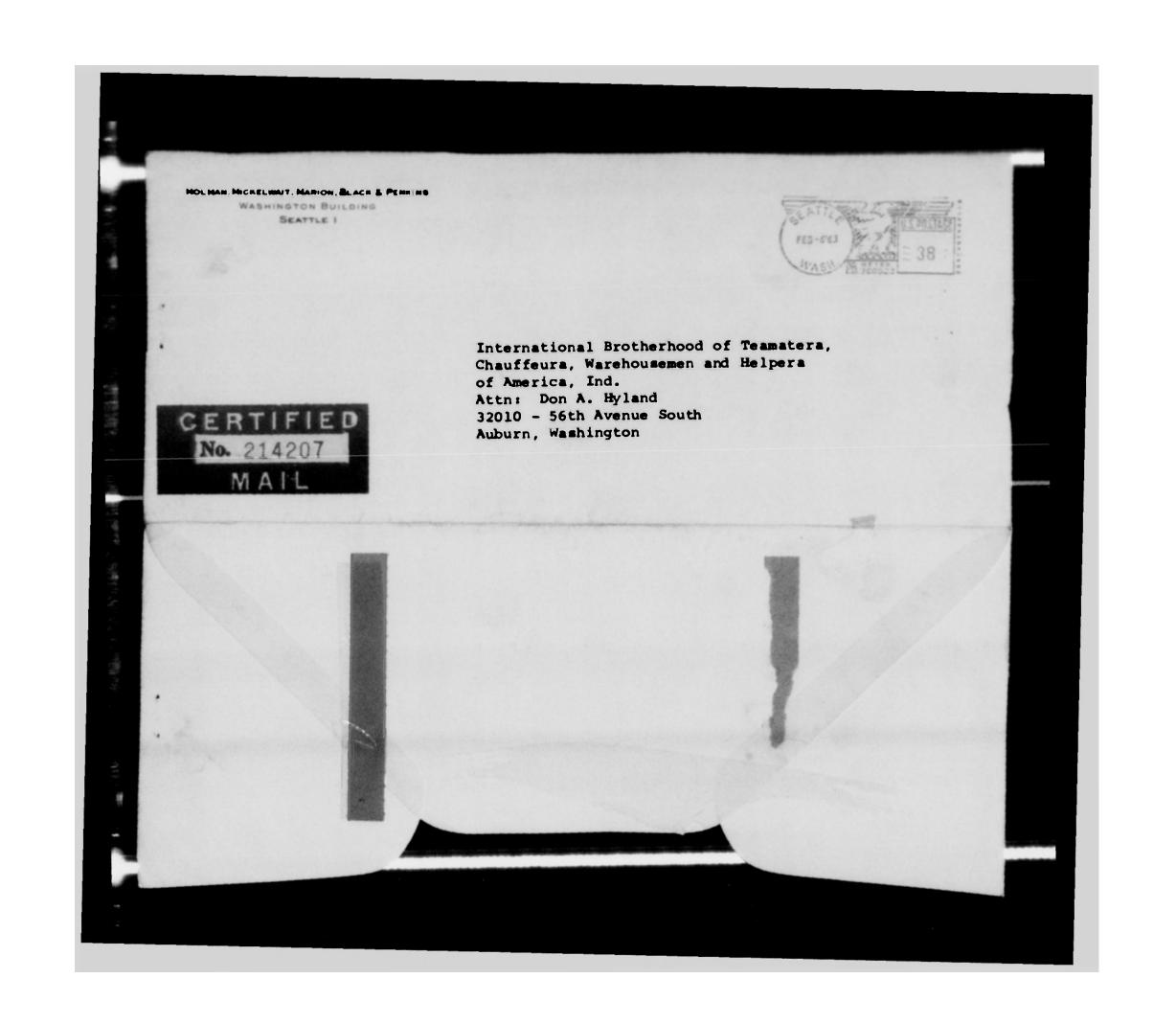
That affiant is presently angaged in representing The Boeing Company in Case No. 19-NC-3169, is echeduled to participate in two hearings later this month, and will be out of the city from March 1, 1963 through March 18, 1963. In view of the foregoing and the nocessity for substantial preparation on bahalf of The Boeing Company, affiant has made the Motion to which this affidevit is attached.

CUPY COMES WILLIAM M. HOLMAN

Pubscribed and ewern to before me this 6th day of February, 1963.

Motary Public in and for the State of Washington, residing at Seattle.

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FORW M(#8-4338

#### MATIONAL LABOR RELATIONS BOARD

#### NOTICE

The issuance of the notice of formal hearing in this case does not mean that the matter cannot be disposed of by agreement of the parties. On the contrary, it is the policy of this office to encourage voluntary adjustments. The examiner or attorney assigned to the case will be pleased to receive and to act promptly upon your suggestions or comments to this end. An agreement between the parties, approved by the Regional Director, would serve to cancel the hearing.

However, unless otherwise specifically ordered, the hearing will he held at the date, hour, and place indicated. Postponements will not be granted unless good and sufficient grounds are shown and the following requirements are met:

- (1) The request must be in writing. An original and four copies must be served on the Regional Director;
- (2) Grounds therefor must be set forth in detail;
- (3) Alternative dates for any rescheduled hearing must be given;
- (4) The positions of all other parties must be ascertained in advance by the requesting party and set forth in the request; and
- (5) Copies must be simultaneously served on all other parties (listed below), and that fact must be noted on the request.

Escept under the most estreme conditions, no request for postponement will be granted during the three days immediately preceding the date of hearing.

The Boeing Company 7733 East Marginal Way South Seattle, Washington

Certified Meil No. 909608

Aeronautical Merkere, Warehousemen and Helpers Lecal 431, offil. with the International Brotherhood of Texasters, Chauffeurs, Warehousemen and Helpers 333 John Street Beettle 9, Meshiegten

909609

Ist'l Bretherhood of Tommeters, Chauffeers, Werehoosseen and Belpero of America, Ind. Atto: Son A. Hyland 32010-5th Avenue South

" 909610

Leteractional Association of Washisiats 1106 Marcar Street Seattle 9, Washington

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Courteey Copy

William M. Helman 1900 Washington Hellding, Santtle 1, Washington

Plato Papps, IAM General Commed

" (Airmeil)

1300 Connecticut Avenum, Washington 1, D. C. Richard P. Donaldone, Atterney 811 Alaska Building. Souttle 4, Weshington International Value of Operating Regioners

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Local 302 Western Avecas at Clay Street, Seattle 1, Weshington

GPO 870488

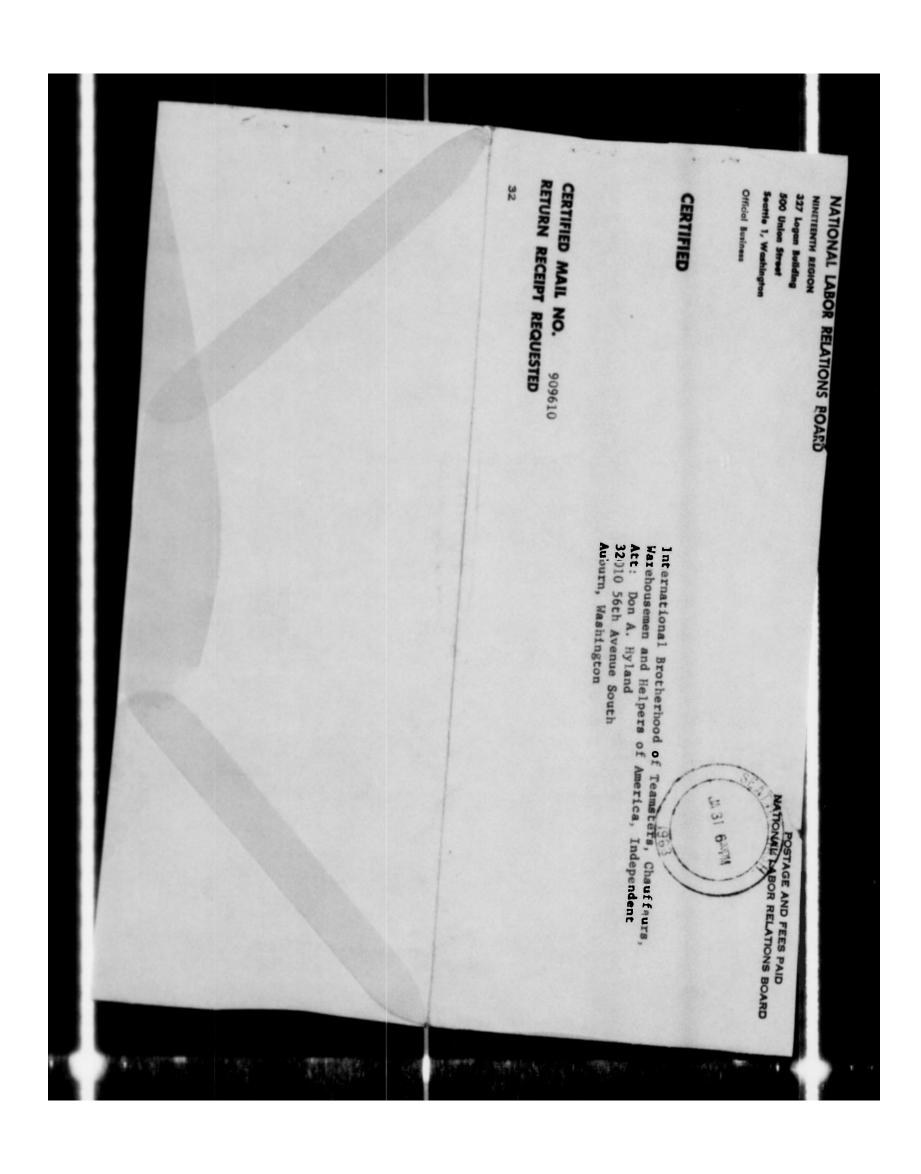
- FORM NLRB-852 UNITED STATES OF AMERICA BEFORE THE NATIONAL LABOR RELATIONS BOARD THE BOEING COMPANY TRANSPORTATION DEPARTMENT Employer Cane No. 19-RC-3190 AEROMAUTICAL WAREHOUSEMEN AND HELPERS LOCAL 451 offiliated with the INTERNATIONAL BROTHERIBOOD OF TRANSTERS, CHAUFFEURS, WAREHOUSENEN AND HELPERS Petitioner NOTICE OF REPRESENTATION HEARING The Petitioner, above named, having heretofore filed a Petition pursuant to Section 9(c) of the National Labor Relations Act, as amended, 29 U.S.C. Sec. 151 et seq., copy of which Petition is hereto attached, and it appearing that a question affecting commerce has arisen concerning the representation of employees described by sach Petition, YOU ARE HEREBY NOTIFIED that, pursuant to Sections 3(b) and 9(c) of the Act, on the 8th day of Pobusary . 19 63. at 9:30 a.m. in Hearing Room 323 of the Logan Building, [all] Union Street, Seattle, Washington, a hearing will be conducted before a hearing officer of the National Labor Relationa Board upon the question of representation affecting commerce which has arisen, at which time and place the parties will have the right to appear in person or otherwise, and give testimony. Signed at Seattle, Washington, Regional Director for National Labor Relations Bondens and Region 127 Logan Building, Seattle 1, Washington GPO 912809

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Bulget Bureau No 64 R002 12

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proper authority				
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*NOTE - H. charge under section B(b)(7) of the of petition shall not be deemed made.	act has been filed involving			
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U.S. GOVERNMENT PRINTING OFFICE : 1959 OF-529652





#### NATIONAL LABOR RELATIONS BOARD

#### NINETEENTH REGION

327 Logon Building, 500 Union Street

Seattle 1, Washington
January 21, 1963

Telephone MUtual 2-3300

Ext. 543

Int'l. Brotherhood of Teamsters, Chauffeirs, Tarchousemen and Telpers of America, Independent 32010 56th Avenue South Auburn, Washington

Re: Bosin - Company - Trans ortation Dept. Case No. 19-RO-3190

#### Gentlemen:

The petition which you recently filed in the above case has been assigned to Field Examiner Orvilla Turnbaugh to whom any communications relative to the case abould be directed.

Unlass you have slresdy done so, please submit to us an alphabetical list of your members or authorizations. Opposite each name indicate date designation was made. This list should be certified by an appropriate officer as being true and correct. In addition to the alphabetized list, the membership cards, designations, or other proof of authorization should also be forwarded.

Your failure to submit the above supporting evidence within ub hours of receipt of the petition in this office may result in the dismissal of your petition.

Very truly yours,

Thomas P. Graham, Jr. Regional Director

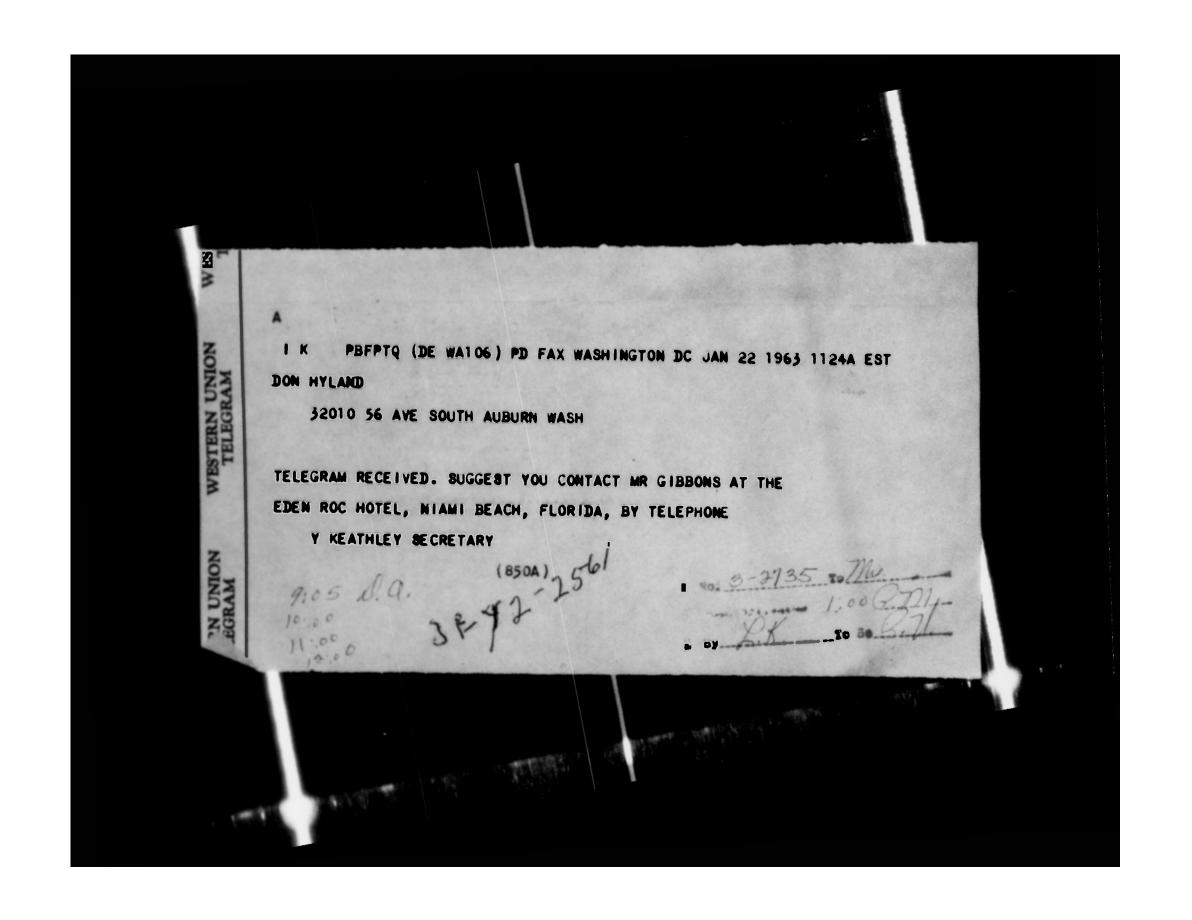
Enclosure

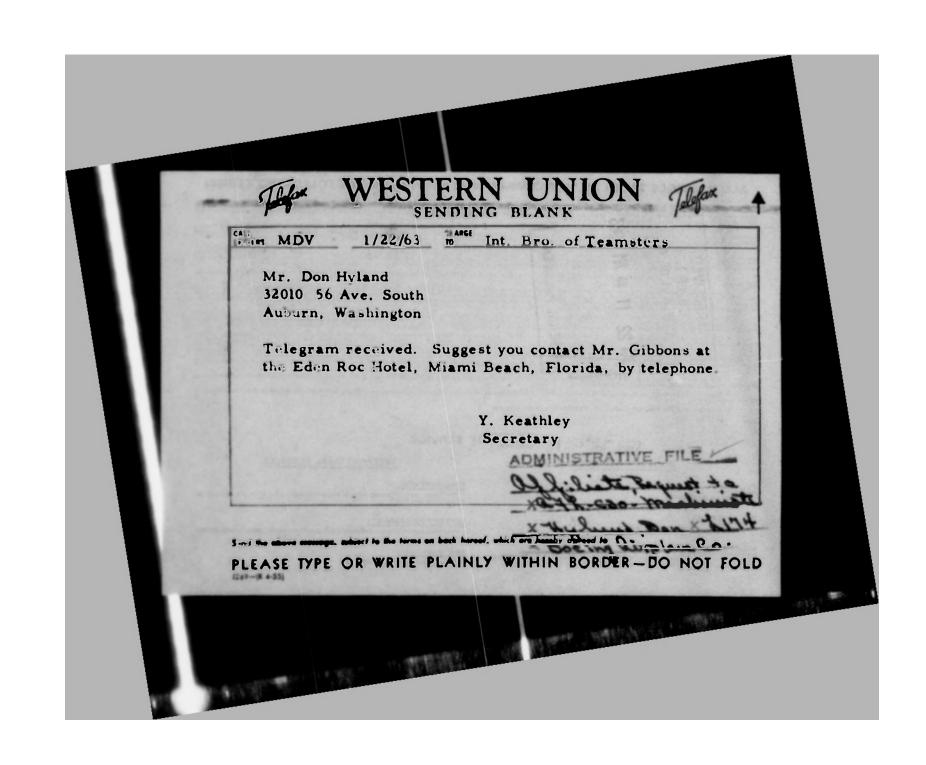
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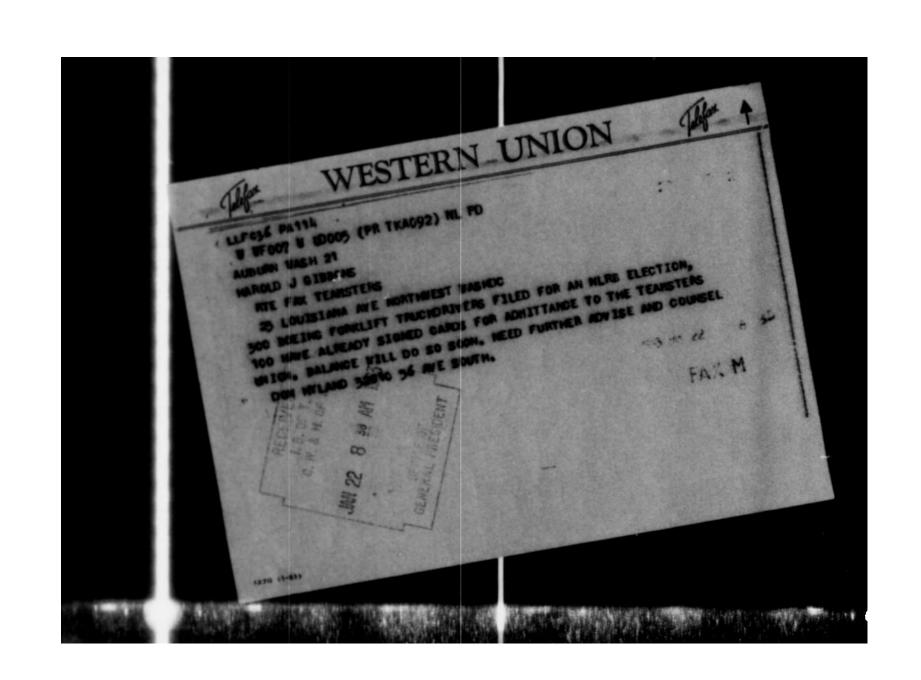
Orville Turnbeech - 19-RC-3190 - Boels Company - Transportation Dept. MLEB 19-27 (5-6-54) PLEASE SUBHIT THE FOLLOWING INFORMATION: STATEMENT OF PETITIONING UNION. HEP ESPECTATION CASE NO. 19-RC- 3190 1. Name of union, including local number and international affiliations 2. Names, addresses and telephone numbers of union official or representatives handling this matter for your organisation. 3. Have you cade any demand upon the company to bargain for any of the amployees in the unit described in the petition?

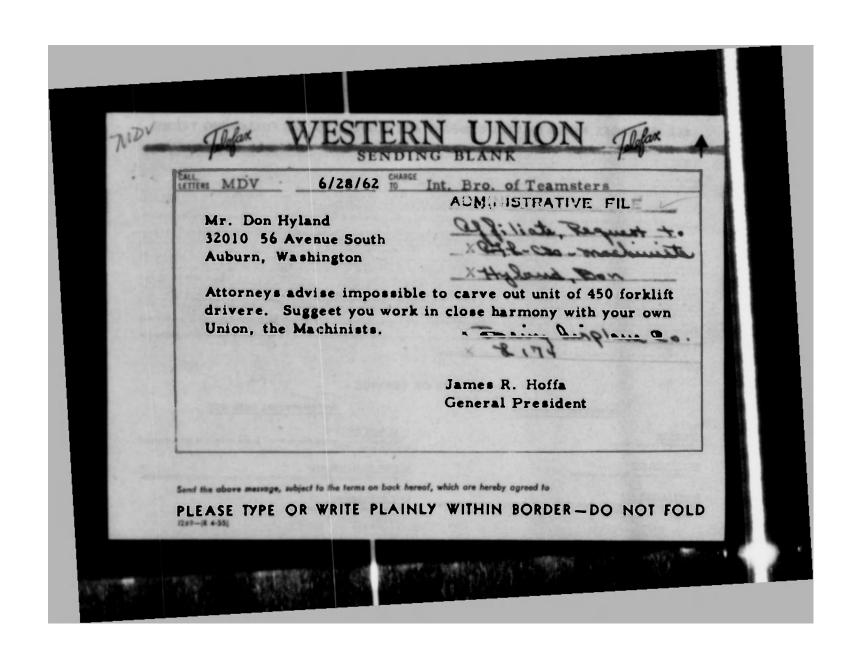
If so, give datas, names, and dotails of such request. IF DEMAND WAS INDEX IN URITINO, SEID COPY OF LETTER AND ENFLOYER'S REPLY. Le Do you have, or have you had, a contract covering any employees in the unit described in the patition or in the plant(s) involved?

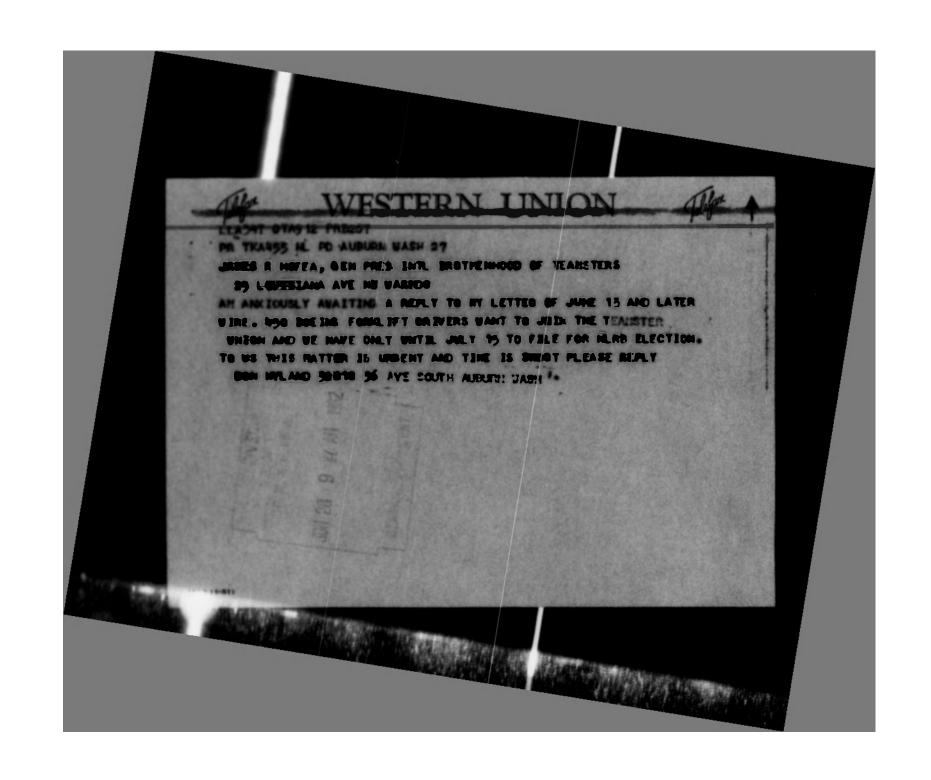
please submit two copies of such contract or contracts. 5. Cen you suggest a suitable place where an election might be held; also a date and houre?

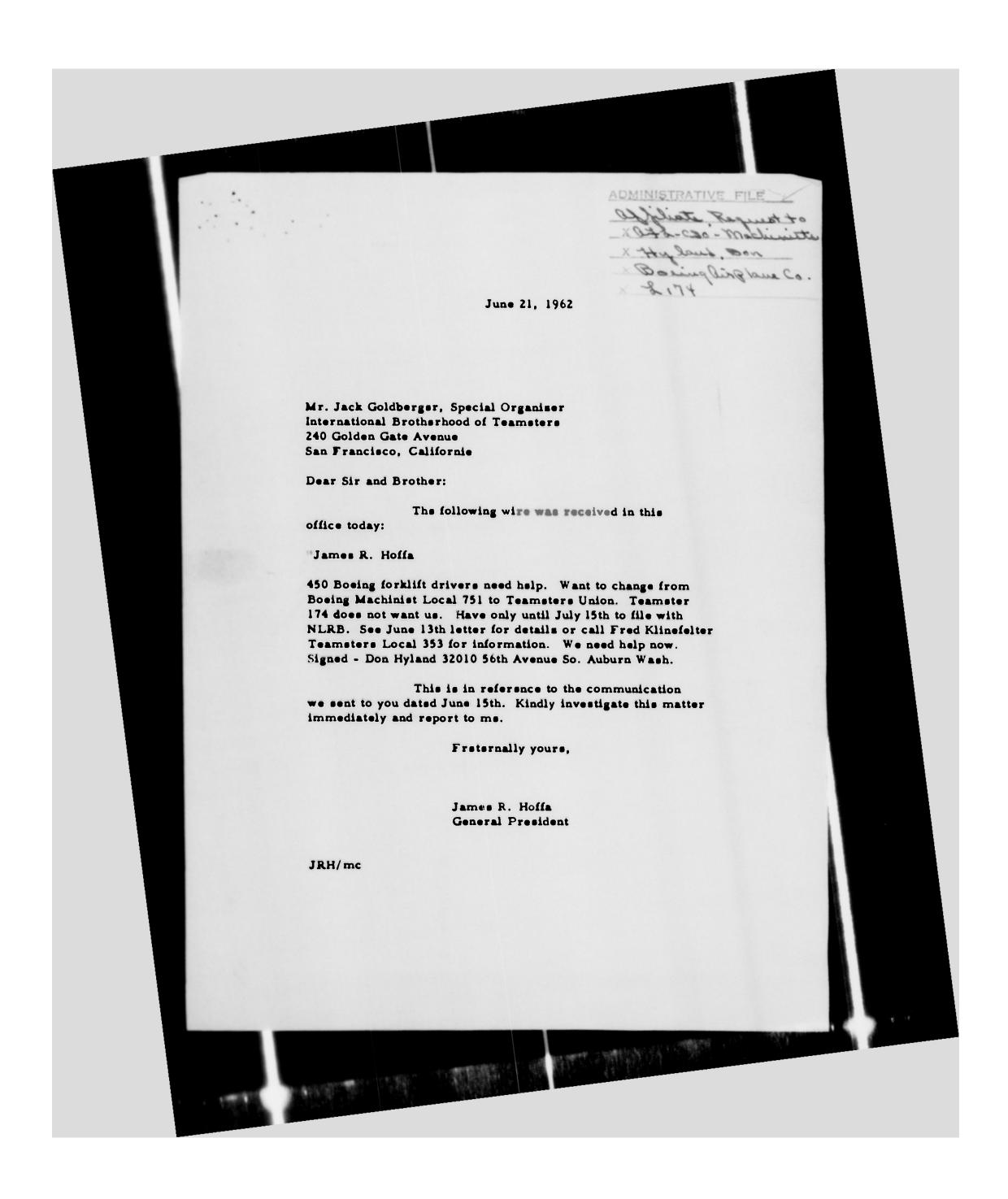


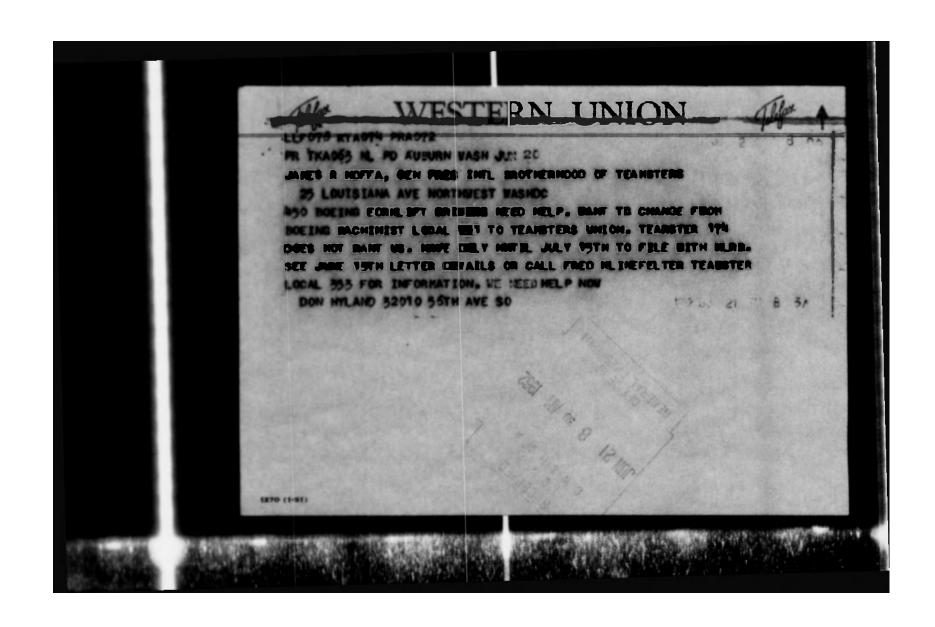


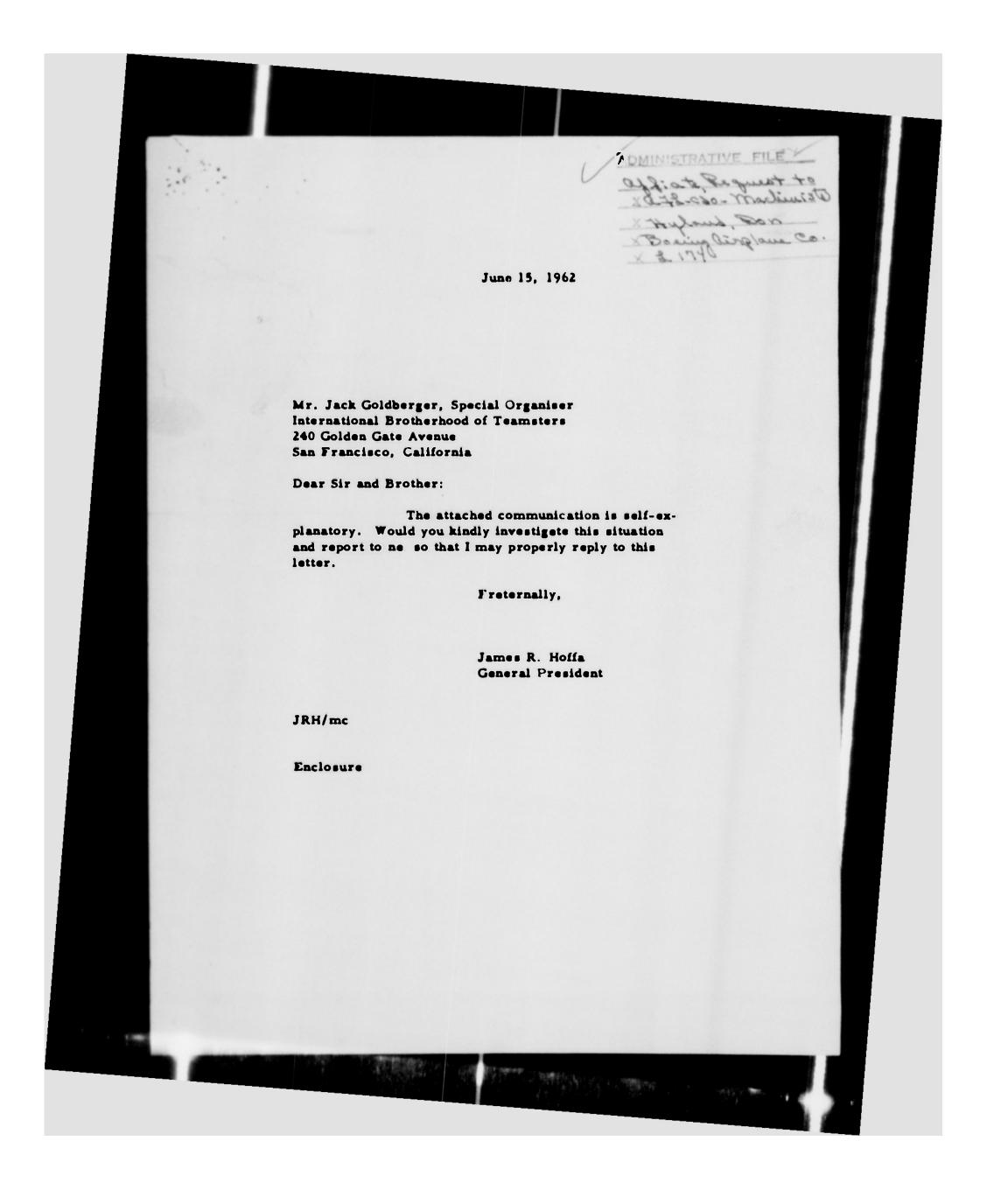












Auburn, Mashington June 13, 1962

Jumes R. Hoffa

General President

International Brotherhood of Teamsters

25 Louisiana Avenue Northwest

Washington 1, D. C.

Dear Mr. Hoffa:

riting a letter to James Hoffa is a baffling experience. It's aort of like praying - you don't know for sure whether you are getting through.

I talked this over with my good friend, Fred Elinefelter of Local 353, Leattle, and he said for me to write and see if you can't colve this problem for un.

our efforts to join the Teamsters Union. Whatever progress we have made in that direction has been due in a large part to Fred Elinefelter's unfailing nelp and advice.

But we have come to a crash stop because no teamster local wants us. The men I speak of and for are approximately 450 Fork lift drivers employed by the Beeing Airplane Company. In this job group called by the company "automotive aquipment operators" are fork lift drivers "3" wrada, fork lift drivers "4" grade, who also operate mobile cranes and other heavy aquipment, H & H drivers (small flat bed, in flant, trucks) hook tenders, and car unloaders (using fork lifts).

l to 10. "B" fork lift drivers are pay grade 7 saying \$2.34 an hour.

This same job under a local teamster contract would pay \$2.86.

Mr. Lick Matulla, business agent for local 174 Teamsters, gave me the wage scale. Teamster truck drivers on this job get \$2.98 an hour including extensive fringe benefits.

The bargaining agent for the Boeing Co. is now the Machinist

Union, lodge 751 whose contract expires Sept. 15th, 1962. So as you can see whatever we can do to break away from the machinist union

1.11 be done now. We have only until July 15th to file for an election

1.11 to the local Labor Relations source.

times and it is his considered o inion that we can prove that we are a craft group. He says we should not file for decertification as that would leave us unprotected for a year and is not necessary.

Mr. MoIntire and if we could get 30% of the fork lift drivers to sign Teamsters application cards such as the one I am enclosing, we could demand an N.L.C. election. We am get double that.

The only charter that would cover us is that of #174, as I understand it.

After nagging Er. Cavano and Mr. Matulla for three years to get these men in the Teamsters Union, they don't exactly roll out the second men in the Teamsters Union, they don't exactly roll out the second men about it. Mr. Cavano told him he would rather me be given a charter by ourselves and not try to come into 174 at all.

Let any possible feel this way because about 15 or 20 of the 450 are colored men and he has hed difficulty placing the few he has in 174 in jobs. There is also some tall about the (quotation) hack Eye the

has been with us through 18 months of this effort and I am nure he would be glad to tell you anything you want to know about it.

If you feel you can give us a charter or have some other solution to this problem, will you let us know as soon as possible. Beeing Co. is spread over a good part of this county and it takes a few days to on and get signatures.

Very sincerely,

Don Hyland 52010 56th Ave. 50. Aubur., (ash. Phone Temple 3-2735

0.6

LOCAL ADMIN. FILE

July 19, 1961

X Hyland, Don X Bosing lipplane Co.

James R. Hoffs, General President International Brotherhood of Teamsters 25 Louisians Avenue N. W. Washington 1, D. C.

Dear Sir:

I wrote you last Novamber 30 to ask you for help in a certain matter.

Mr. Gibbins has the details. My good friend Hr. Fred Klinefelter of Local #353 is now interested in siding us. I want to thank you very much.

I belonged to Local #162 in Portland, Gragon from 1933 - 1949, and in the early days when we wanted to organize a job we just gave them the choice of joining the union before going to the hospital or afterward. It was simpler then.

I am not a member of the Teamstera Union now but it is not from choice but from necessity. Partly it is because even if you are healthy and strong at 52, or even 40, as far as the employers are concerned, you're dead.

Se you have to grab any job you can get—usually for less wages—I did but I waan t happy about it. This didn't just happen to me, it happened to hundreds of thousands like ma.

I am not presuming to tell you your business but maybe a friendly suggestion won't be considered, by you, to be presumptous.

I have followed your career with interest since D. B. (Dave Beck) and I have watched on T. V. you tangling with McClellan (Did you ever think of asking for a louder eigrophone—it's the only way you can stay even).

I also watched your debate with that Chamber of Commercs guy. You didn't back dow from any of them but they all trid to put you on the defensive and they all tried to make you look bad.

I don't think the Kennedy family likes you or the Teamsters union much either. In fact, it asems to be a fad now for people not to like the Teamsters.

But suppose while they are telling everybody how bad Hoffe and the Teamsters are that Jaces Hoffe would announce a state by state, or nation wide, or both, drive for real legislation against age discrimination.

There must be millions of men between the ages of 40 and 65 who would know and appreciate what you are doing for them. It seems to me also, other unions would be forced to cooperate with you and I don't think any legislator could back away from it either.

This is just one of many things Congress and do that would be constructive direction bills.

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November 30, 1960

James R. Hoffa
General President
International Brotherhood of Feamaters
25 Leuiaiana Avenue Northweat
Washington 1, D. C.

Dear Mr. Hoffa:

We earnestly plead for your help. By we I mean between 250 and 300 forklitt truck drivers employed by the Boeing Airplane Company in the Seattle, Renton and Auburn area.

Twice we have signed application cards for membership in Local 174 Seattle and both times nothing came of it.

the last time was the summer of 1960 when 177 cards were signed and returned. We would have filled out more but we ran out of cards in some areas.

Later I proved Mr. Cavano and asked him is there was anything I could do to help this cause and he told me he did not want these fork lift drivers in the union and that aending out application cards was a mistake.

I didn't have the heart to tell that to the other guys. I later talked to Mr. Nick Mattula who is a business agent employed by Mr. Cavano. He aaid the union had not sent out these cards and that they might be forgeries. I am enclosing a card that I had left over and it certainly looks genuine to me.

Later I asked a friend of mine who is a prominent teamster official to inquire as to why we were refused admittance to the Teamster Union and he was told by Cavanos office that it was against the Landrum-Griffith Bill for us to vote to drop out of the machines: union and apply for membership in the easester Union.

I called Mr. Wilson who is an attorney for the National Labor Relations board and he said if we could prove that tork lift driving was craft we could have an election now.

There were also some other conditions under which we could have an immediate election. I am enclosing a clipping from a recent Seattle Times paper regarding another Boeing group that is changing to another union. The machinist union representing employees of Boeing has an open shop contract and a weak membership.

Boeing has become a tough employer in the last few years and the fork lift drivers are helpleas without a strong union to represent them. We need the Temmaters Union. As of now we are disorganized and discouraged. Mr. Hoffs, we need your help.

P.S. I belonged to Teamster Local 162 Portland, 1933-1947. Withdrawal from Teamster Local 353 Seattle April 1960. Now in Machinists 751.

Don Hyland 32010-56th Avenue South Auburn, Washington

(I don't have a phone)

A Hyland Box X Hyland Box X Bosing lipplane Co.

Dacamber 5, 1960

Mr. Clyds Crosby, General Organissr International Brotherhood of Teamsters 1020 N. E. 3rd Avesue Portland 12, Oregon

Dear Sir and Brother:

The attached communication was received by this office from Don Hyland. I would appreciate your looking into this and giving us your recommendation.

Fraternally yours,

H. J. Gibbons Executive Assistant to the General President

HJG:es

Encl.

November 30, 1960

James R. Hoffa
General President
International Brotherhood of Teamsters
25 Louisiana Avenue Northwest
Washington 1, D. C.

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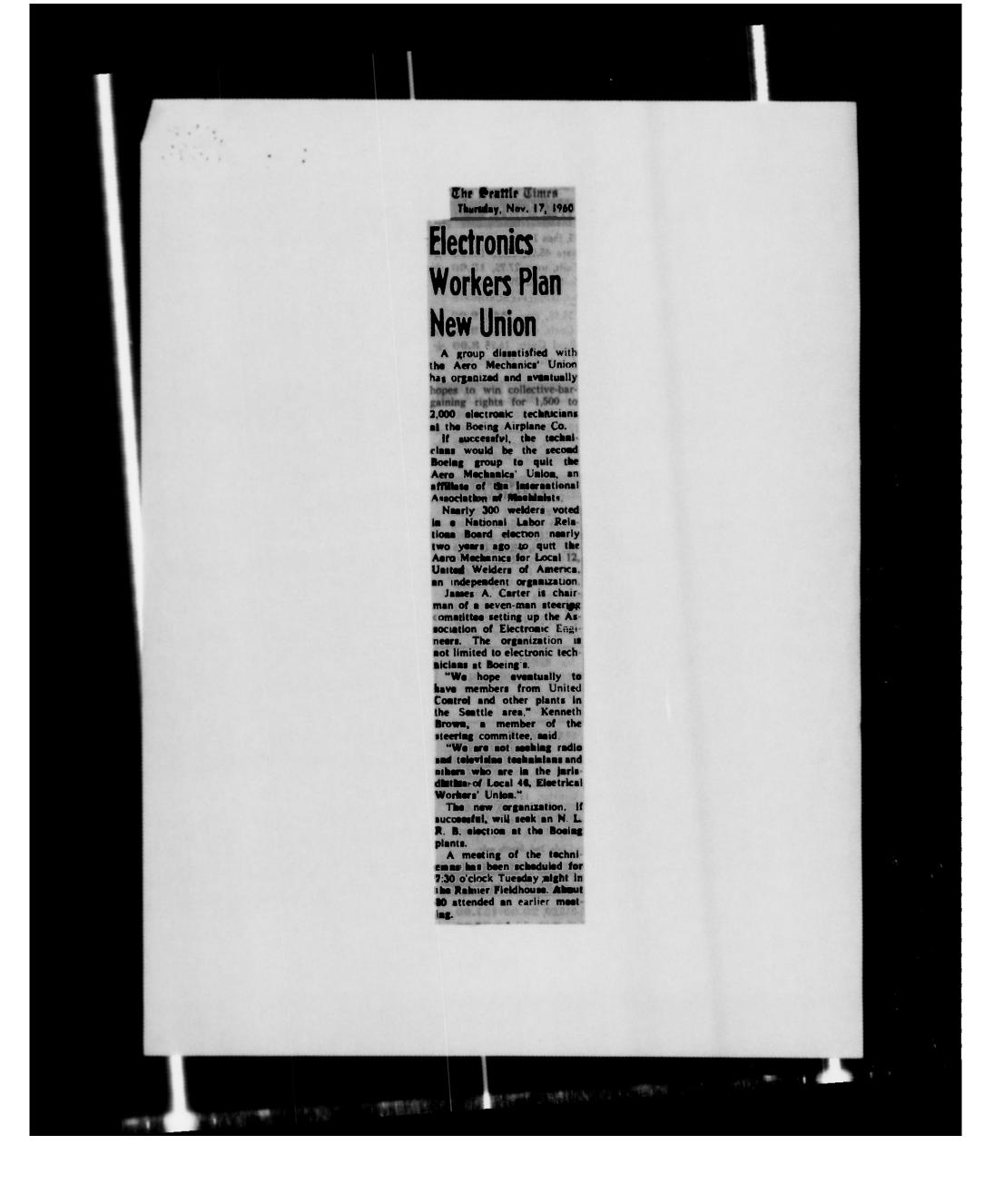
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Don Hyland 32010-56th Avenue South Auburn, Washington

(I don't have a phone)

To TEAMSTERS LOCAL UNION NO. 174 INTERNATIONAL EROTHERHOOD OF TEAMSTERS CHAUFFEURS, WAREHOUSEMEN & HELPERS  The second of the above named Local Union and pursuants to Section 9 (e) (1) of the Labor Management Act of 1947, I do hereby authorize mid Local Union to negitiate with my employer.  The second of the above named Local Union and a Union Shop Agreement requiring membership in seed Union as a condition of employment. I am employed in the labor Management and Union as a condition of employment. I am employed in the Condition of Employment. I am employed in the Condition of Employment.		
INTERNATIONAL EROTHERIHOOD OF TEAMSTERS. CHAUFFEURS, WAREHOUSEMEN & HELPERS  In the above named Local Union and pursuant to Section 9 (e) (1) of the later Management Act of 1947, I do hereby suthorize and Local Union to negititate with my employer.  In the above named Local Union and a Union Shop Agreement requiring in mad Union in a condition of employment. I am employed in the capacity of the later and union in a condition of employment. I am employed in the capacity of the later and union in a condition of employment.		
make the shows and the shows and pursuant to Section 9 (e) (1) of the Labor Management Act of 1947, I do hereby sutherize said Local Union to negiziate with my employer.  for wages, hours and working conditions and a Union Shop Agreement requiring membership in said Union as a condition of employment. I am employed in the capacity of (your classification)  Signature.	To TEAM	ASTERS LOCAL UNION NO. 174
am a member of the above named Local Union and pursuant to Section 9 (e) (1) of the Labor Management Act of 1947, I do hereby authorize and Local Union to negtriate with my employer.  [name of employer]  [n	INTERNATIONAL	
am a member of the above named Local Union and pursuant to Section 9 (e) (1) of the Labor Management Act of 1947, I do hereby authorize and Local Union to negitiate with my employer.  for wages hours and working conditions and a Union Shop Agreement requiring membership in used Union as a condition of employment. I am employed in the capacity of (your classification)  Signature.  Address.		WAREHOUSEMEN & HELPERS
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for wages, hours and working conditions and a Union Shop Agreement requiring membership in said Union as a condition of employment. I am employed in the capacity of (your classification)  Signature  Address.	am a member of the abov	e named Local Union and pursuant to Section 9 (e) (1) of the
for wages, hours and working conditions and a Union Shop Agreement requiring membership in said Union in a condition of eraployment. I am employed in the capacity of (your classification)  Signature		
for wages, hours and working conditions and a Union Shop Agreement requiring membership in mid Union as a condition of employment. I am employed in the capacity of (your classification)  Signature	with my employer,	(name of employer)
Capacity of (your classification)  Signature  Address.		
Signature Address.	for wages, hours and v	working conditions and a Union Shop Agreement requiring
Dure Address	for wages, hours and w membership in said Un	working conditions and a Union Shop Agreement requiring
	for wages, hours and w membership in said Un	working conditions and a Union Shop Agreement requiring also as a condition of employment. I am employed in the
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# The Aero Mechanic

EDITORIAL



# Here's to You-

By John Sullivan President, Aeronautical Industrial Detrict Lodge 781

the time you read this column we will have resumed negatations with the company, with the Federal Mediation

The primary she of the Mediation Service, as I see it, is prod the company into acting halfway reasonable and

We se ready to write a new contract at any time, using it Kermedy's Aerospace Panel report as a guide to

Severel members have cuited what has been going on interly, so I thought I'd use the column to bring you up to dots on my activities and

I appeared before the Ninth Clean Court of Appeals in San Practice to help our attorney present our case for a semination of the Taft. Hartley innumber, particularly the wording of that court

We Win Recod
We won the tiret resind, de spine on whing the colaptiny may have to say to the

The Caroull court agreed to take the case under advisement and render a decision. The decision probably will be declared on March 15.

The company moved mat that me aider should stand ox actly as the U.S. ludge in Secretarian issued it. But our creu-ments prevailed end the Circut Court is studying the

Busy in Other Ways We have been busy in other

At least four other fringe proups have tried recently to take advantage of our preto one up describe and break

None has been successful On the contrary, the latter of fort in this direction ended in a subcroue flasco. Some quy numeri Robert Bowling, who no kin set is employed at the to pure mit loyal loci and die

nten into coree kind of photosy adependent serios He ratiod a meeting of the T T Miner Elementary School

Level Usion Men Of the 42 members who at tended the mesons, only three were even interested in whit the guy hard to say. All the met walked nut. A '-mae print of the audience was made up of business representatives and local large officers who wunted to know ward kind of Maines gray acts on 1.4

er e disaiden mad to peenon for a group of volume operators. But ed ese District Lodge and the

dissidents petition was with-

An independent electron terniciane eroup continues to by to harase us. Their petitions already have been tossed out twice by the Na tiurial Labor Relations Board I understand that there is

also an inspector loud-mouth ing in one of the shope.

Nothing To Offer

I've been inrough hundreds of these little raids in my twen-

ty or more years with this union. I can tell you straight from the shoulder that they will do nothing for our mem

It this way. What can a rabbit get you that a Dan can't?

We Need Streegth will impress the company. If we split into little groups, the compring will carve us up one

During the American Revolutionary War a great patriot mild: "We must all hang to pether or we will all surely

Ours e an all tor one and ne for all organisation. So tur we have demonstrated that ext 100 per cent We much t at whispering campaigns runer mongering, false propalurida, or our own impatience

out recoive Together, nothing ean hurt Separately, nothing can arve to "United we stand

divided we fall."

Everything Points Our Way We ve got everything aming for up We've got the lacts Nathing the company eave or dues can change the lacts. We ameres ell of the things in our

We ve got the government.
President Kennedy's Asro space Panel laid down the besic position of the govern

are and resconable bargain

We will provide it takes time, that's all.



You Can Turn It on With This'

## To The Editor ...

Note: The following letter was brought into our office by a veteran member who has grown up with the modern labor movement. He is distincted to the movement and loves his anion.) Editor

This is on open letter to 40,000 Boeing employees within the bergeining unit of this union.

We must once egain decide whether to accept snother company "finel offer" sometime next month or reject it and

plen to fight. If we employees follow the same pattern and course of action that we have followed for the lost 15 years, we will huff

and puff and sputter and spew light up to the deadline and thee fold like a stack of cords. and accept a contract that leaves when we started How can we be convinced that our acceptance for 15 years of these Give-'Em-Nothing, Beat-

Em Down, Scare-'Em-Out, Buy Em Off contracts has finally almost completely destroyed our chances of securing a good labor contract-unless we are willing to take action and go on strike after the injunction expires

What must happen before we workers wake up and realize what is happening to us-before we realize what a real and terrific advantage we have allowed the Bosing Company to secure over us at the bargaining table? And I mean the freeloaders

The company knows that without the freeloader we would be

If we were strong at the bar

gaining table we could change the job descriptions and job evaluation write-ups. We could abolish or revise the PA system.

It won't do us much good to discover 10 years from now that we had victory within our grasp only to let it slip away.

We aren't alone in this. We aren't the only ones who will suffer. Our children also are in-I wonder if we have failed

wonder if we haven't forgotten the important things in life: love, respect, honor and integ-

My children will some day giva me the answer. I'll know, if ne day one of my children looks me in the eye and says.
"Dad, why did you let it hap

I don't ever want to have to answer that question. I want to win a decent contract now I want it for myself and for my family, now and for the future And we can win if we stand firm and stick together

(Anonymous)

## Valentine Greetings

Al Hayes, IAM Get

WASHINGTON (PAI) -Presi dent Al Hayes of the Machinists, whose birthday was Valentine's Day, got Valentine greetings both for himself and his union from Senator William Proxmire, Wisconsin Democrat.

In a statement prepared for radio broadcast by the Railway Labor Executive Association Proxmire noted that Hayes was a native of Milwaukee; that he has served the union long and well and has developed a repu-tation throughout America for clean, honest, reaponsible labor leadership."

### In Memoriam

EARL S. NOOD Olet Pobreary 12—Local C (Betired) Mr. Hood joined Lodge 79 April 5, 1932

OSCAR A. MARTIN Died February 11—Lettel C (C-3296) Mr. Martin joined Ledge 751 February 15, 1942

HOWARD N. NAMANJO Died February 17—Level A (6-6220) Mr. Naronjo joined Lodge 751 August 11, 1960

## Attend Your Union Meetings

#### AERO MECHANIC

Aeranoutical Industrial District -LODGE 751 -

> International Association of Machinists APL-CIO

Official Organ ington State Machin

District Lodge 751 Officers JOHN SULLIVAN

CHARLES INGLE

WALTER BERG

IKE KRAVIK

Rusinass Rapresentatives JIM PIERCE

PETE PIOU HARRY STOCKINGER HUGH KIRKPATRICK CHARLIE HAMLIN EUGENE CALLAHAN

BILL BRISTER DAN CAKBONE WILLIAM HOLT RICHARD RUSSELL

LEONARD SAARI Aember American Newspaper Guild

re Only \$1.20 per tion Price inon-members §1.50 per year as second class matter ost Office. Seattle, Wash is Act of August 24, 1912 de every two week terrice



# LOCAL LODGE

# MEETINGS

### LOCAL A

Thursday, March 7 11:00 A.M. Thursday, March 21

Monday, March 18

Retirement Club

Meets

Each Monday, 10 e.m. to 4 p.m

Third Monday of Eoch Month

Manday, March 18

EAGLES TEMPLE

7:30 P.M

7:30 P.M. MEG PRODUCTS

prany to look at your requests ga aubmitted by your nearti aring cotemittee We ve got public opinion.

Virtually no one but the com priny and its kept stable of lawyers sees this dispute from the company a point of view

We've got our own resolvemd determination to win a

7th and Union-Roinbow Raom

## LOCAL C

Thursday, March 14 7:30 P.M. Thursday, March 28 1:15 A.M.

#### LOCAL F

Thursday, March 14 11:30 A.M. Thursday, March 28 7:30 P.M.

#### **ELECTRONIC** SCIENCES

Thursday, March 21 11:30 A.M. Thursday, March 7 7:30 P.M.

#### Jesuits Laud Our Union . . .

The company, in the Boring News, says many employees have been "confused" by our court battles are the injunction. Let us state that there is no confusion" over who is the culprit in these months of negotiations.

The company, in its arrant greed and spoiled-brat atublimmes is clearly at fault. President Konnody's Acrospace Board has plainly so stated. Three massive votes by both our membership and all affected employees have shown where the people

New comes another analysis by an Impartial third party.

The magazine, AMERICA, published in New York City by the Catholic Society of Jesuita, carried a long editorial in its edition of February 9. The mitorial analyses the issues and reviews the history our negotiations since last July.

Then the editorial states plainly and simply: "It seems clear enough from the record that throughout this protracted controversy the Machinata have acted with great putience and a high sense of responsibility, In this case, as the Presidential board said, it's the company that is off base."

# LIFE and LABOR ...

BETTER LATE THAN NEVER - We opploud Gavernor Recelling's decision to create a State Manpower Committoe to advise him about the problems of outomation. The governor outlined the committee and its responsibilities in his State of the State message. The committee, omong ether things, will study the effect of outomotion and ical change on employment.

We would like to point out, however, that the notion is not new, Our own District President John Sullivon wrote to the governor in October, 1959 (that's right, 31/2 years aga), colling for him to set up such a commission. A commission of sorts was created then, but nothing was ever heard of it again. No public reports, no nothing. Let us hope that the new committee produces something a little more worthwhile.

Like perhaps o plan for olleviating the severe unemployment that is traceable directly to eutomotion and technalogical innovation.

BUYS FOR MASSES, CIRLS FOR CLASSES - In London, England, if you want your children to be been, atou to the working classes, but if you want your children to be girls, then get rich. That was the recommendation of Dr. Royald Sprenger after a fice-year study of the offspr and high-income families. It i all a master of dist and nutrition, Dr. Sprenger concluded. For example, a survey of the well-fed British nobility showed 57% of their progeny are girls.

(A) 53 .

0000 SPELLERS in Menchester, England, atenagraphy and secretariel work has become one of the very few occupational fields in which middle-aged women ere far more in demand than pretty young girts, according to employment ne mystery about it," said on ogency official. "We have found, and so have employers, that wemen between 35 and 45 can spell. It's almost impossible to TLAS & young gramour puts who can.

## Labor Press Still Needed

SAN FRANCISCO (PAI) A J Liebling, the noted writer who told the international Cate Press Association convention in Miami went a last December that the later press should be exman held is constanuing to hat the came point. Speeking in San Financian recently be

We get fewer and fewer and I don't think towns paid beaute we get mender where it is hopeless en sings out.

# Workmen's Comp.

Should Cover All, Joe Davis Says

All secupations should be

covered by workman's compenmation insurance," Joe Devis of the United Labor Lobby, told the Senete Lebor Committee last weeh "Meet of the other states and Cimadian Provinces cover everything. But at this time, we of leber are only saking that the law be atneaded to add the retail trade."

Dava stated that while the hazard of working in a retail store in less than logging, it is not less than a pulping opera-tion. "Lailor is particularly coocorned with retail werehouses, he said, "the only difference in the warefigure is who owns it."

# Mass Media Controlled By Enemies of Labor

commun cations for the most pert are in the hands of people antagonistic to organized labor and creete an atmosphere in which it is difficult to conduct responsible col-lective bargaining, AFL-CIO Vice Pres. Joseph D. Keenan

Keenan, speaking to the Greater Washington Central Labor Council, stresaed that the major problem is that most of those who control the press, radio and television do not accept labor as a permanent institution in American society.

This results, he said, in sit-

## Appeals Court To Hear Case On Injunction

(Continued from Page 1) the company has been ordered to "engage in free collective bargaining in good faith ....

The company also is re-strained from attempting any action that might be considered an argument against union membership.

That each defendant and their officers, directors, buards, agenta, servacta, em-pleyees, members and all perle active cencert or participation with them, er any of Mom. are bereby restrained from in any manner advising members of defendant unions reneerating their rights to con-linue or discontinue their union membership following expiration dates of collective bargaining contracts heretofore entered into or written orientions theroof, pending written agreement between the parties or until such time as the National Labor Reistiom Board may make a determination concerning the stales of such agreements as they may affect the parties therete or the employees con-ceraed, or notil forther order of the coort," the memoran-

Collective bargaining, with the intervention of the Federal Mediation and Conciliation Service, resumed Tuesday, February 19.

## Labor Lobby Seeks Bonds On Contractors

OI.YMPIA — Construction contractors would be regiatered and would post a surety bond under provisions in House Bill 89, considered for the second time by the House of Representatives Committee on Licenses

James Davis, representing the Washington State Building Trades Council, explained that the measure is an attempt to protect the public from "fly by night" operators and insure that contractors meet their obligations. At present, some contractors leave town before paying their workers, materials and various taxes, including withholding taxes.

WASHINGTON - Mass uations in which news reports are biased in favor of management, and the public has difficulty in obtaining the actual racts in labormanagement disputes. Governments at all levels and the public at large have an obligation under the American system, he added, to foster a favorable climate for collective bargaining.

Modern industrial society, he said, cannot survive as a free society unless there is an aggressive, militant and free labor movement.

Keenan warned of the current anti-union legislation under consideration by the ultra-conservative groups and sketched the history and the adverse effect of other anti-union legislation passed in the past 15 years.

## AFL-CIO Asks lax Cut Now

WASHINGTON - Describing the Kennedy Administrations tax cut proposals for 1963 as insufficient" to meet the nation's current needs, the AFL-CIO has called instead for a substantial and immediate cut solely in the first-bracket rate, retroactive to the beginning of this year

An article in the February issue of the American Federationist, the AFL-CIO's monthly magazine, declares that labor will support additional tax cuts across the board "but only con-The article, "Fair Taxes and Full Employment, was prepared by the AFL-CIO Dept. of Research as a Labor's Economic Review cature for the magazine

It notes that the Administration's general program of tax reduction and reform is "directed towards objectives labor supports-elimination of joblessness and a faster rate of ecenomic growth-but expresses deep concern over the proposed three-year "phase-out" of the cuts and the priorities assigned to the first round.

## U.S. Illiteracy Drops to 2.4%

WASHINGTON (PAI).— Organized labor, which his-torically has long fought for free education in the United States, can take some measure of credit for the low illiteracy rate just reported by the Bureau of the Census In 1900, there were 113 il-

literates out of every hun-dred persons in the United States. Today the rate is only

2.4 per cent. In nine states, the average was less than 1 in 100, with the lowest rate - 0.7 - in Iowa. Other states with rates below I per cent were South Dakota, Nebraska, Kansas, Idaho, Wyoming, Utah, WASHINGTON and Oregon.

At the other end of the scale were nine states where as many as 1 out of 25 were illiterate. The highest percentage was 6.3 in Louisiana. The next eight states were: South Carolina, 5.5; Hawaii, 5.0; Mississippt, 4.9; Georgia, 4.5; Alabama, 4.2; Texas, 4.1; and New Mexico and North Carolina each with 4.0.

lop Primity ...

## President Calls For Youth Bill To Combat Big Unemployment

WASHINGTON (PAI) -President Kennedy, deeply disturbed by continuing unemployment among young people, has given top priority to legislation that would provide jobs and training to thousands of young men and women now out of work.

In a special message to Congress, the President threw his full support behind House and Senate bills that would establish:

a A Youth Conservation Corps similar to that created during the depression of the '30s. This would enroll youngsters from 16 to 21 for outdoor work in national and state parks, national forests and other conservation projects. They would be paid \$60 a month in addition to board, lodging and clothes. They would be given educational and on-the-job training.

• A "home town youth

corps" which would enroll young men and women for work in public or non-profit community service organizations. They would receive half of their pay from the Federal Government and the other half from the organization concerned.

Strong support for the legislation has come from the AFL-CIO and from numer-

ous private organizations.

President Kennedy also has called for separate legislation which would increase e of the Peace Co from the present 4,350 volun-teers to 13,000 men and would establish a domestic type of Peace Corps to be known as the National Service Corps.

The President, in his message, emphasized that during the 1960's, 7,500,000 students will drop out of school with-out a high school education and will find themselves unprepared for the skilla that are needed in the current labor market. He added that in all, some 26,000,000 young men and women will enter the job market during the period-40 per cent more than during the past ten

#### Time Ripe' Now For Seniority Law

CHICAGO (PAI)-Professor Meyer S. Ryder of the University of Michigan Graduate School of Business Administration believes that the time is ripe for "some new law" dealing with the problem of seniority rights involved in plant relocations. Calling the present situation "messy," Professor Ryder declared that if management is thinking of changing the lo-cation of a plant, it should be prepared to face problems involving "human" questions, personnel and managementunion considerations, the employer's rights versus the employee's rights, and the employee's obligation to his employees in the new loca-

# Grant Us Victory ...

Invocation Prayer by Reverend George McCleve at the Mass Membership Meeting of January 23, 1963

O Cod. Crunter of all things and Lord of all life, we acknowledge that Thou art our Granter and that are Thy purply and that we saw obtdience to that Thou art the Father of areas brothers. Warrengths highest windom. Thou the highest windom. Thou play all sahe laborator Thy Son sark case that which is just for with justice and dignity our leaders, control our division, as we do Thy will.

Amen

# Bill Shakespeare Was A Union Man

It has been suid of Bill Shakespeare that there is no conduct of human behaviour that cannot be covered by an apt quotation from his plays and sonnets

With in idle hour to waste and that thought in mind we tended to wade through our Collected Works of William Shakmphare to see if he was a good union man and where he shad on labor relations.

Bard of Aver had been living today he would undoubtedly have been a book carrying member in good standing of our unser. Maybe much of what he wrote 343 years ago hed a very different meaning then, but nevertheless, many of his ferrous lines are completely appropriate when they are applied to trade union subjects of today.

Listen to what Bill Shakespeere had to say on these matters:

NON-UNION SHOP "Company, company, villainous company, hath been the living spoil of me."

STRIKEBREAKERS: "Rubbing the poor itch of your opinion, doth only make yourself scabe."

COLLECTIVE BARGAINING
"And is the way of bargaining, mark ye,

COMPANY LAWYERS: "The first thing we'll do is to kill all those lawyers."

WORKMAN'S COMPENSATION

"And so far as the coin of the compeny will stretch,
I will have me just recompense.

COMPANY PROMISES: "More honored in the breach than in the

LANDRUM GRIPFIN "Tis a tale told by an idiot—full of sound and fury—signifying nothing"

MINIMUM WAGE: "Renumeration! O yes, that's the Latin

MINIMUM WAGE: "Renumeration! O yes, that's the Latin word for three farthings."

PENSION PLAN: "I hope I shall have the leisure to make

"Time hath, my Lord, a wallet at his back, Wherein he stows alms for his aged oblivion."

COMPANY'S VIEW OF SICK LEAVE:

COMPANY'S VIEW OF SICK LEAVE:
How doth they get the lessure to be sick,
In such a justling time?"

good in the evening of my days."

COMPANY'S WAGE OPPER
"Look! our purses are not full, our garmenta poor;
And we bleed from the very Devil of it."

UNORGANIZED WORKER:
"Having nothing, then nothing can be lose."

King Henry IV.

"These pukeing bestards of our times,
That will not sweet save for promotion."

ONTRACTS

Werds pay no debta, but they are there to witness our plain intentions

GRIEVANCE PROCEDURE:
"Things that seem past redress, are not with us past care."
King Richard III.

GOOD UNION MAN:
"I am but a true laborer: I earn that I eat;
Get that I wear own no man hate.

Get that I wear, owe no man hate.

Envy no man's happiness.

And am glad of other men's good.

As You Like It

As You Like It

'Sorry, We're Still Too Busy'



# Mid-Winter Bargain Bananza at Your Own AERO SHOPPERS CLUB

ELECTRIC NEOOM VACUUM CLEANER LIST \$40 OUR PRICE \*29.99
Other Vacuum Cieaners, List \$49.95 OUR PRICE \*34.88

INSTANT HEAT On Cold Winter Mornings
OUR PRICE \$10.88

Terrific Tool Box Buy...
SIMPLORAWER KENNEDY TOOL CHEST..... Only \$24.98

Banish Fumes, Dust...

AIR PURIFIER, List \$39.95.....Our Price \*28.58

TRANSISTOR RADIOS Complete with Earphones and Cases Complete with Earphones and Cases OUR PRICE \$495

NORELCO ELECTRIC SHAVERS List \$31.95 .. Our Price \$18.29

For Little Homamokers...

Large Assortment of BARBEE DOLL CLOTHES.... 90INE FAST I

Mid-Winter fun with a New TV Set...

19-Inch PORTABLE Only \$129.98

of day tube warranty, ene-year free service. This set will give you the sharpest picture and mest enjoyment of any comparable product.

Take advantage of our Diosol Fuel Oil Plan. Save \$\$\$.

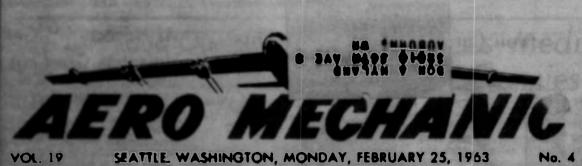
Call us for full details and prices.

(Members, park as long as you like in the Lodge 751 parking lot, adjacent to our store. while you browse through our House of Values)

# **AERO SHOPPERS CLUB**

5513 Airport Way South

PArkway 5-7110



# Adult Delinquency



## Jobless, Injury Compensation Hikes Sought

Four bills to improve the unemployment ensepensation and industrial insurence is any have the support of the United Labor Lebby in Úlympia.

enate Bill 303 increases the maximum amount of specified awards for permanent pertial disabilities and inspecified permenent partiel

that disqualification for unemployment compensation benefits shall continue for live weeks following the date when a recipient refusing to except amitable work.

ste Bill 337 incre the unamployment compen-metrin tex base were from the first \$2,000 to the first \$3 540 and resea the maximum emount of banefits peyable from \$42 per week to \$48 per week Twenty-one ataim have higher benefits then Washington

Sanate Bill 962 adda per count pertial dischility to the accord injury provisions in the industrial insurance iaw. When the 1961 legislen it applied only to total disability



NOUSTRIAL DESTRICT

ARE YOU?

# Gap Between Rich & Poor Widening, Surveys Show

ic ladder shows as signs of serrewing. In fact, it has wid-seed slightly in recent years.

This unequal division of U.S. weelth is ensiyed in Labors Reconcernic Meview, a feeture of a recent issue of the American Federationist, official AFL-CIO seagasine, prepared by the De-partment of Russarch. The analyets is based on the latest available data, including a new

Vaeves Distributies Desptte statisties showing steedy growth in "everage" family income, the gains have been unevenly distributed, the study shows. Neither high tax rates on high incomes nor the unpect of weifare legislation has brought about any leveling of the ex-

In 1886, for example, the high percent of the nation's famil received 43.3 percent of the total after-tax family income, while the lowest fifth bad only

By 1968, the family income of the bottom 96 percent had gone up 9685, white that of the top 96 percent had risen \$2,486. As a result, the top fifth received 42 8 percent of the total income, while the share of the bottom fifth had stipped to 4.9 percent

A U.S. Dept. of Commerce study on family income distri-bution "estation these major pomts," the AFL-CIO analysis declared

come sverages have been rising agnificently and all income brackets have benefited, the gain of the needlest bas been shockingly small and the income shere of the groups at the bottess of the scale actually bes

. "About twe-fifths of all Americans live in families with

fortable and decent living."
The AFL-CIO analysis also lation by Frof. Robert Lampman of the University of Wisconsin dealing with the percentage of the nation's personal wealth held by the richest I percent of

While the personal wealth of the top 1 percent dropped from a high of 16.3 percent in 1829 to s low of 26.8 percent in 1849, the percentage has been moving up since then. In 1863, it was 24.3 percent; in 1866. 26 percent, and in 1861 the richest 1 percent owned 26 percent of the nation's

personal wealth.
This has been accompanied by a rise in the number of million-sires from 27,000 in 1963 to about 100 000 by 1961.

#### Bus. Rep. Callahan Home from Hospital. Back to Work April 1

Bus. Rep. Gene Callahan ia nome from the hospital, convaleacing from a heart attack. He says he will be back on the job around the first of

His doctor said the energetic business representative must take it easy for about

"Have you ever tried to do nothing" Callahan asked friends at Lodge 751 head-quarters when he visited a

"Well, it's the hardest thing in the world to do," he stated.
"I'd rather be back putting in 12-hour days."

The Irishman from Butte asked the editor to publicly thank all his friends who sent cards or visited him in the hoapital.

# Negotiations Resume; Ninth Circuit Court To Review Wording Of 80-Day Injunction

Negotiations resumed Tuesday, February 19, in the offices of the Federal Mediation and Conciliation Service here in

Attending the negotiations were all members of our negotiating committee, including District President John Sullivan; GLR Ed Springer, negotiations coordinator; GLR Ed Carrig, sitting in for Machinists at Rohr Aircraft, GLR W. J. Usery, for members at Cape Canaveral; GLR Vito Mazzocano, for District 70, Wichita, and others.

(The AERO MECHANIC deadline paid prior to the end of that first meeting.)

Our union still is trying to drill into the heads of the company negotiators that what the company has offered so far is not acceptable to our members-or the nonmembers, for that matter.

Ask Fair Settlement Our union still is seeking a fair and reasonable settlement based on increases in wages and coat "fringes," drastic revision of job evaluation, elimination or massive revision of Performance Analysis, union security, and improvements in other areas

Our negotiators have pointed out that the Aerospace Panel appointed by President Kennedy last fall had laid down reasonable guidelines for a decent set-tlement.

Arbitration Offered Earlier, they offered to submit the entire contract matter to binding arbitration. The company merely

If the company doean't yield to reason prior to the end of the Taft-Hartley injunction period in which we are now working, our union

will be free to strike. The date of the expiration of the 80-day Taft-Hartley injunction period comes on approximately April 15.

Appeal Granted Meanwhile, the U.S. Circuit Court of Appeals, Ninth District, in San Francisco, has agreed to review the wording of the Taft-Hartley injunction imposed upon the company and our union Jan-

The court agreed to review the injunction despite the vigorous protests of company attorneys

Status Que Sought Our union maintained that the 80-day Taft-Hartley injunction should continue the status quo of the contract extension. The company ob-

jected vigoroualy, and tried to preserve the ruling as issued by the U.S. District Court here on February 8. This means that the San Francisco Appeals Court has examined the findings of the District Court and is accepting our plea for a review of

the actual conditions of the 80-day injunction will be. Violations on Docket Any violations of the injunction also will be reviewed by the Appeals Court

the injunction. The Appeals

Court then will decide what

on March 15. The original injunction ia-

sued here by U.S. District Judge William J. Lindberg halted any strike or lockout at company Installations, directed both sides to resume bargaining in good faith, and forbade any of the parties to discuss any aspect of the maintenance-of-membership clause of the contract.

Our union sought to have included in the injunction a section specifically calling for the status quo on all conditions of the contract.

## Appeals Court To Hear Case On Injunction

The three-man U.S. Court of Appeals, Ninth Circuit, in San . ranciaco has ruled against the company's adamant position by deciding to hear our union's appeal to the wording of the Taft-Hartley injunction issued here earlier.

The circuit court will issue its final decision later, probably on March 15.

The com v argued vehemently that the San Francisco judges should not even look at our appeal.

Our union appealed the wording of the injunction issued in U.S. District Court here on the grounds that it did not continue all of the terms and conditions of the previous contract. Specifically at issue was the maintenance of membership clause.

Halts Company In the final wording of his memorandum opinion, U.S. District Judge William J. Lindberg did change the wording to prevent the company from attempting to sabotage our union. But his order did not go far enough, in the opinion of our attor-

Our union, of course, is enjoined from striking for 80 days. The company also is enjoined from locking our members out for a like

According to Judge Lindberg's memorandum opinion, if the company attempts to change the wages, hours and working conditions of the previous contract during the 80 days, it can be found guilty of an unfair labor practice.

The company is named as efendant" in the injunction, along with our union Ordered to Bargain

As one of the defendants, (Continued on Page 3)

WARREN G. MAGRAJSON, WASH., CHAIRMAN
JOHN G. PASTONE, R.I.
A. B. GORG AGGIODOGY, ORLA,
GEORGE A. SMATHERS, FLA.
STROM THURMOND, S.C.
FRANK J. LAUSCHE, OND
MALPH TARBOROUSHE, YEX,
CLAIR ENGLE, CALIP.
E. L. BANYLETT, ALASKA
VANCE HARTRE, IND.
GALE W. MC GEE, WYD. JOHN MARSHALL BUTLER, MD.
NORRIS COTTON, N.J.
THRUSTON B. MORTION, KY.
HUGH SCOTT, PA.
RENNETH B. KEATING, N.Y.
WINSTON L. PRONTY, VT.

EDWARD JARRETT, CHIEF CLERK

ADMINISTRATIVE FILE all hali hour to

Mniled Stales Sinate

COMMITTEE ON COMMERCE

November 26, 1962

Mr. Don A. Hyland 32010 - 56th Avenue South Auburn, Washington

Dear Mr. Hyland:

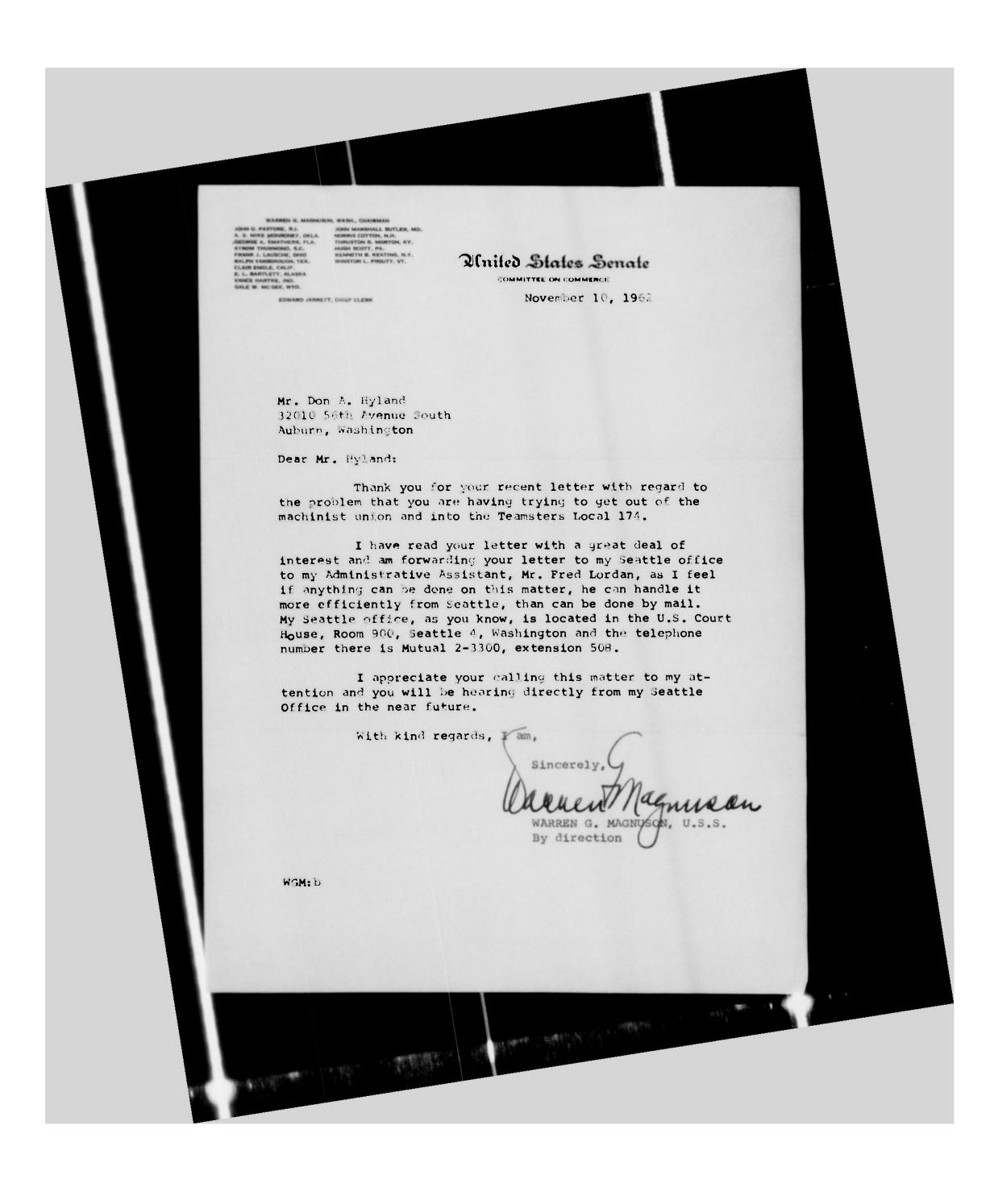
Since your letter was received in our Washington, D. C., office, I have had my staff there and here make very complete inquiry into the matter referred to therein with the Labor Representative in your group. While this is a matter entirely in the hands of the National Labor Relations Board, I am able to tell you that our inquirias in Washington and locally lead me to believe that you have a matter that should be taken up directly with the Board. Members of my staff have discussed this matter with Mr. Thomas P. Graham, Ragional Director, National Labor Relations Board, 327 Logan Building, MUtual-2 3300, ext: 553. It is my belief that if you would call Mr. Graham, and sit down and discuss the problem with the Director, himself, if there are any avenues to accomplish what you are attempting to do he would know about them. It may be that this is not the time that it can be done. There are many rulings of the Board, itself, that relate to such matters. I have asked Mr. Graham to go into the matter thoroughly with you, and to report to me.

Best regards.

Sincerely,

WARREN G. MAGNUSON, U.S.S.

WGM: fih



LEVERETT MA. THRISTALL, MAPE.
ALEMENTET CHAR SAITH, MARKE
PRESCOTT BUSH, COME.
A. DI, DINN BEALL, MO.
DARRIT DIN BYATES. AURZ.
CLIFFERD P. CARE, B.J. Alnited States Benate COMMITTEE ON ARMED SERVICES November 6, 1962 HARRY L. HUMATE, M., CHEF CLERK Mr. Don A. Hyland 32010 56th Avenue, South Auburn, Washington Dear Mr. Hyland: In the absence of Senator Jackson, I am writing to acknowledge with thanks your letter of October 31 regarding your group's efforts to leave the Machinists' Union at Boeing and to join the Teamsters' Union. As you know, Senator Jackson is now traveling extensively in Washington, but I want you to know that I shall see that your letter is brought to his attention just as soon as practicable. Sincerely, Richard W. C. Falknor Assistant to Henry M. Jackson, U.S.S. RMCF:dz

### APPLICATION BLANK



### **Aeronautical Workers**

### Warehousemen and Helpers

Local 451 APPILIATED WITH THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS A. F. of L.

., 19.....

Desiring to become a member of the above Union I berehy make application for admission to membership.

Address City

Orcupation

Employed at Plant

Date of Birth Phone

Citizen? Registered Voter?

Date Employed

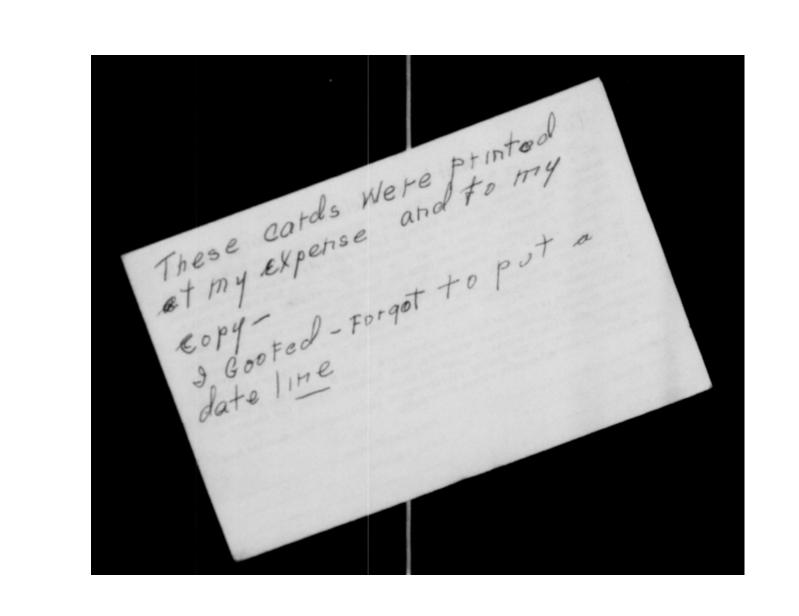
Social Scenrity Number

My Reneficiary in FULL NAME (Exemple: May A. Doe, not Mrs. John Doe)

Relationship to Insured

Signature

AR Initiation Maney terr on deposit by default of applicant shall be considered forfeited in 30 days.



### 

### To The National Labor Relations Board, Seattle: My signature helow authorizes our committee and/or its chairman to sak for a National Labor Relations election and to further negotiate on my heahsif. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machiniat Usion or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamstera Union, I suthorize the committee and/or the chairman together with the Teamstera Union to negotiate with my employer. Boeing Co., for wages, hours and working conditions and a union shop agreement returning membership in said union as condition of employment. This election is to cover forklift truck drivers. H and H flathed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers. In abort, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights. Name Address — School Classification — Home Address — Home



	7- 75000	STERS LOCAL UNION NO. 174
		MOTHERHOOD OF TEAMSTERS, CHAUFFEURS,
		WAREHOUSEMEN & HELPERS
		(name of employee)
		named Local Union and pursuant to Section 9 (e) (1) of the 1947, 1 do hereby authorize said Local Union to negotiate
	my employer	
for a	races, bigger and wor	rking conditions and a Union Shop Agreement requiring
memi	hership in seid Unio	n as a condition of employment. I am employed in the
Ci pac	ity of	(your classification)
		Signature
Dute		Address
	•	
		Address

My aignature below authorizes our committee and/or its chairman to ask for a National Labor Relationa Board election and to further negotiate on my behaif. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters.

Should we, by free election vote to join the Teamsters Union, I authorize the committee and or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition

This election is to cover forklift truck drivers. H and H flathed truck drivers, tractor drivera, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and aimilar mobile equipment, except millwrights.

。 "我们也也是在一个人

Job Classification Our herd Home Phone Con 34825 4/4/42 Home Address 10727-36th NE Job Location D. C. 4/4/42 Seattle Wash.

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My a for a N behalf. whether join the applying Shiall the commate with and a unif emplo Thia tractor unloader in ab	aignature helow author lational Lahor Relational Lahor Relation The purpose of this we shall remain in Teamaters. Union, for a charter of our of we, by free electionittee and/or the chain my employer, Boeinion shop agreement yment, election is to cover for drivers, mobile crans a using forklift trucks ort, anyone in the Bolis mobile equipment.	orizes our committee ons Board election an National Labor Relation the Machiniat Union either by joining as own from the Teamater ion vote to join the Tirman together with the ing Co., for wages, it requiring memberahip orklift truck drivers. Here operators, hook tend, in-plant bus drivers.	2020 0 41 11 11 1
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	and the state of	THE RESIDENCE STREET	

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name ERNEST SORENSON Job Classification Drucked Same
Home Phone Cri-2-8508 Home Address 4819-50-14000 St

Job Location D. R. 47463 Seattle & wash. 

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Name 2 K - KY C - 6/2/2//4

Home Phone Pm 5-6702

Joh Classification CRANE OFFEETOR Home Address Box 731

Jan 17 = 63 Wash. Job Location Seatthe Field

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Namo Bert Threoleman Job Classification Home Phone Job foration Dederol Way Work. Jan 17 - 63 27

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To The	Nationa	Labor	Relations	Board.	Seattle:

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Name Phone Machinia Fields

Job Classification

Home Address #344 \$2.175

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Home Phone

Job Classification ....

Home Address\_\_\_\_

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Home Phone QL 566

Home Address 3409
Job Location.

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and similar mobile equipment, except millwrights.

Name Howard R. Marany Job Classification 9197
Home Phone En 27573 Home Address 529 16 4 AUE. Job Location Sta 11 Rentine

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Jan 17-63

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Home Address 18412 492 So Name JOEL ANDERSON Home Phone CH 4-9227 Job Location 3411 2 1/17/63 Seattle BB, Wa

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Job Classification

Home Phone

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in ahort, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name Stanley Orlegast Jo Home Phone Part 2 167 Ho Job Location Part 2 17 - 63 Home Address 10033

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Name The Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Job Classification Medical Medical

Joh Classification THEO "B Home Address 457-1" Sw Secretary 457-1" Sw

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Name Motore J. Bennine Job Classification Perator B

Home Address 4529 BIRANDENS

Home Phone PH 5-226

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Home Phone EA-4-7043

Job Classification 4197

Home Address 422-26t Sa

Job Location Plt #2

Seattle (44) work.

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Job Classification FORK 457 NameNORMAN BUIPIN Home Address 3202 MEAUS E H me Ph me & 5. 1/6/ RENTON WASH Job Location ZEE ZE Jan 17-63

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Job Classification — — — Home Phone — — — Home Address.

Job Location — — — — Home Address.

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Name Vern S.C. Com

Job Classification = 3 K 1.FT CPR
Home Address / SE 12 SE 10 B

Home Phone 42.26 Jub Location.carrier

Jan 17-63

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Name Lean S. Cooke Home Phone Charles Job Location

Joh Classification Hook Tender
Home Address Jan 17 = 63 Wash.

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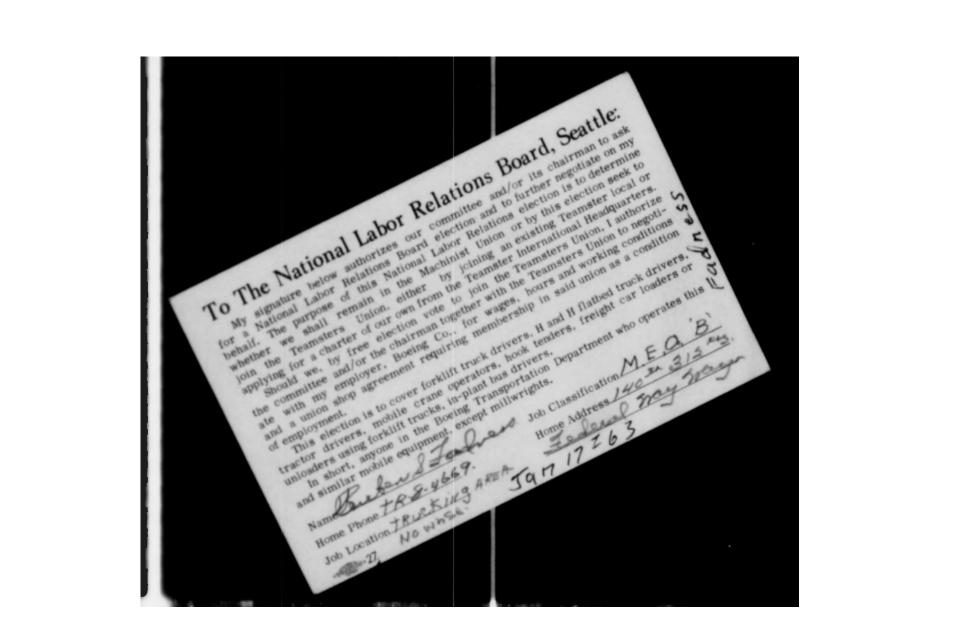
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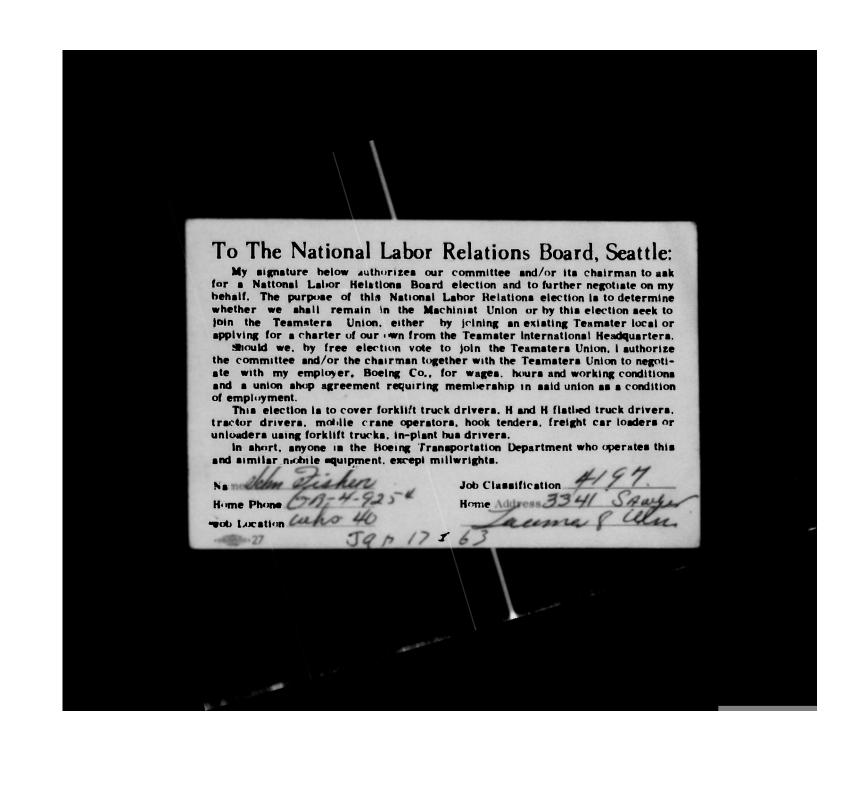
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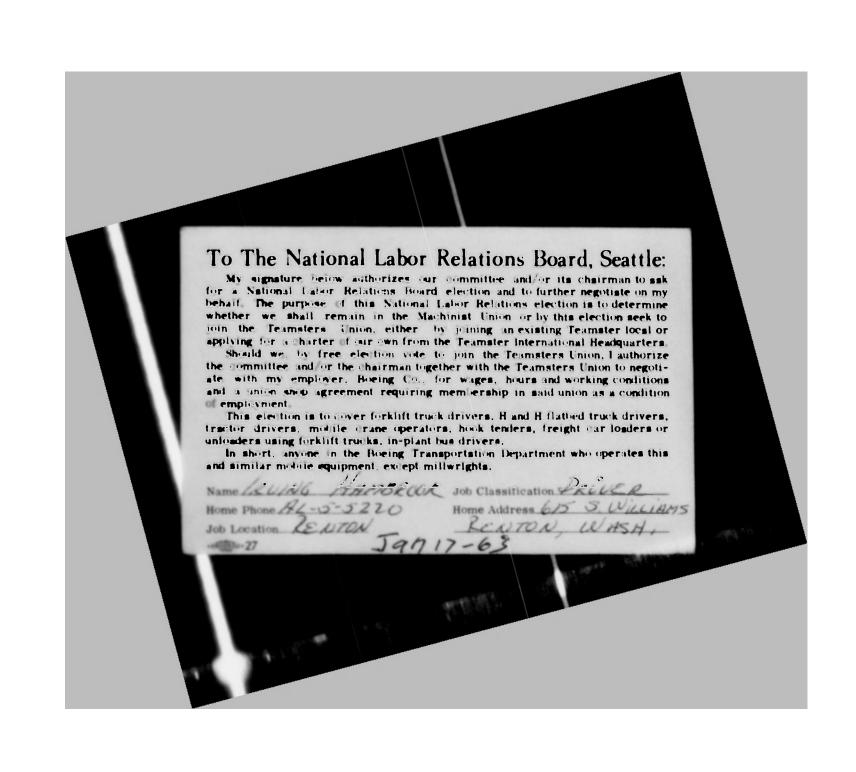
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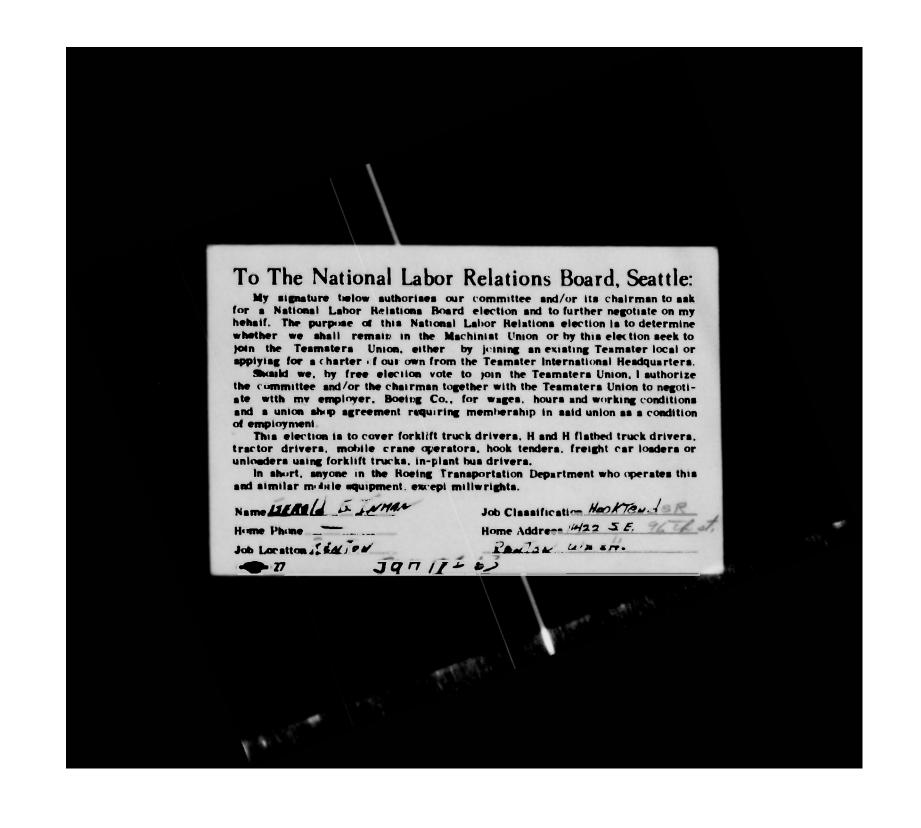
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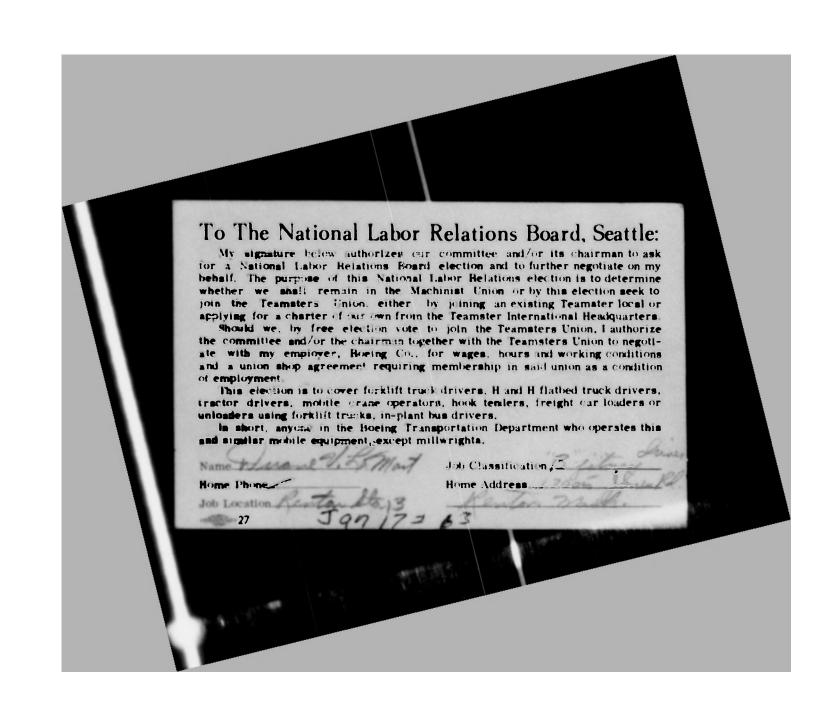
Name ANTON E. KAHOUN Job Classification HOOK TENSER Hime Phone A45- 4734 Home Address 19020-1404 AVE.S. E. Job Location Bakten Boston 17 - 63 BENTON WASH. -485-27 

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This election is to cover forklift truck drivers. H and H flathed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Name William HQ wells Job Classification 4197 Home Phone 1344 -5349 Home

Job Location 1370 1486

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### To The National Labor Relations Board, Seattle: My signature below sutherizes our committee and/or its chairman to sak for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of car own from the Teamsters Union, I sutherize the committee and/or the chairman together with the Teamsters Union, I sutherize the committee and/or the chairman together with the Teamsters Union, I sutherize the committee and/or the chairman together with the Teamsters Union, I sutherize the committee and/or the chairman together with the Teamsters Union, I sutherize the committee and/or the chairman together with the Teamsters Union, I sutherize the committee and/or the chairman together with the Teamsters Union, I sutherize the committee with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment. This election is to cover forklift truck drivers. H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bias drivers. In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights. Mans Job Classification Home Phone Joh Lox stion

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In short, anyone in the Boeing Transportation Department who operates this and similar mybile equipment, except millwrights.

Job Classification Fack LIST-Touch Lines Name, John H. See Home Address / LL. Home Phone BA- 6-2051

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Name Canus B Skiller - Job Classification 4/95

Home Address 2901 5 8

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for a National Labor Relationa Board election and to further negotiate on my bahalf. The purpose of this National Labor Belations election is to determine whether we shall remain in the Machiniat Union or by this election seek to join the Teamaters Union, atther by joining an existing Teamater local or applying for a charter of our own from the Teamater international Headquarters. Should we, by free election vote to join the Teamaters Union, I authorize the committee and/or the chairman together with the Teamaters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment. of employment

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tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

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In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Job Classification 4-422/ Home whome VE 9-3587

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This election is to cover forklift truck drivers. H and H flathed truck drivers, tractor drivers, mobile crase operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

Namo Ted L. ShoRN

Home Phone AL 5 2062 Job Location STATION 13 27 RENTON PLT, Home Address/1909 SE 169 P.L.
Renton, Washington
Jan 17-63

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Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

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Hime Phine CH 4-5774
Job Location S 7-5276 Home Address 1455 

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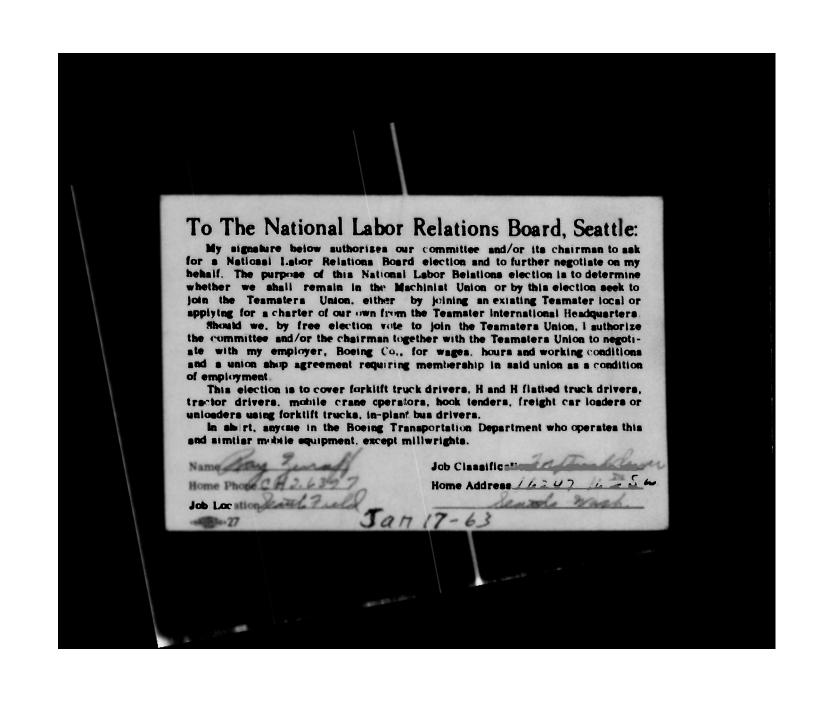
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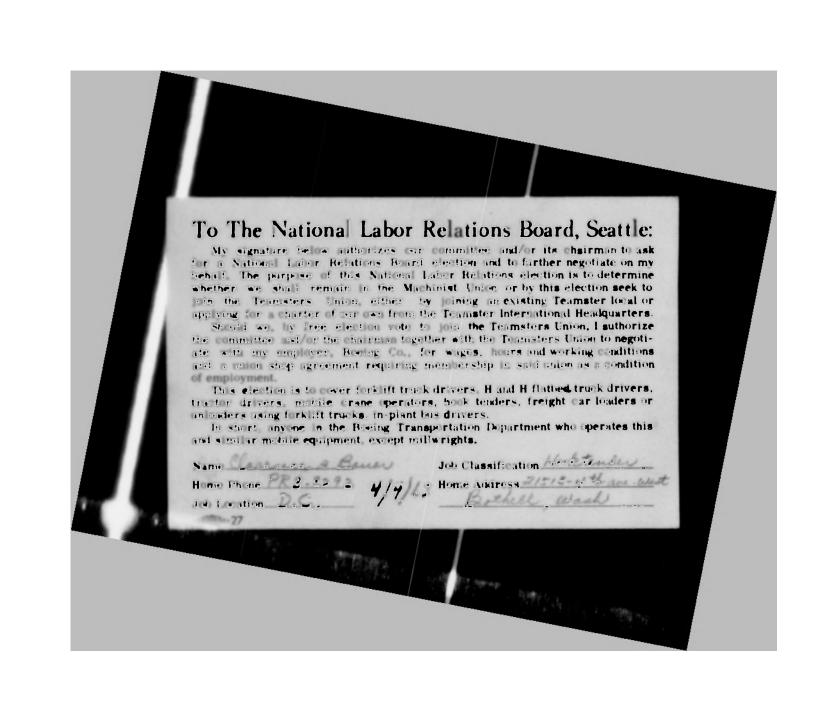
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### To The National Labor Relations Board, Seattle: My signature below authorizes our committee and/or its chairman to ask for a National Labor Relationa Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster laternational Hedguarters. Shaild we, by free election vote to join the Teamsters Union, is authorize the committee and/or the chairman logether with the Teamsters Union to negotiate with my employer. Beeing Co., for wages, hours and working conditions and a union shop agreement requiring memberahip in said union as a condition of employment. This election is to cover forklift truck drivers. It and is flatied truck drivers, tractor drivers, mobile crase operators, hook tenders. Freight car loaders or unloaders using forklift trucks, in-plant laus drivers. In short, snyone in the Boeing Transportation Department who operates this and aimilar mobile equipment, gavel military this. Name Advisor of the Classification of the Department of the Department

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of employment.

This election is to cover forklift truck drivers. H and H flathed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or

untoaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

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My signature below authorizes our committee and/or its chairman to ask for a National Labor Relations Board election and to further negotiate on my behalf. The purpose of this National Labor Relations election is to determine whether we shall remain in the Machinist Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or applying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

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To The N	ational Lab	or Relations Boa	rd, Seattle:
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whether we shall remain in the Machiniat Union or by this election seek to join the Teamsters Union, either by joining an existing Teamster local or apptying for a charter of our own from the Teamster International Headquarters. Should we, by free election vote to join the Teamsters Union, I authorize the committee and/or the chairman together with the Teamsters Union to negotiate with my employer, Boeing Co., for wages, hours and working conditions and a union shop agreement requiring membership in said union as a condition of employment.

This election is to cover forklift truck drivers, H and H flatbed truck drivers, tractor drivers, mobile crane operators, hook tenders, freight car loaders or unloaders using forklift trucks, in-plant bus drivers.

In short, anyone in the Boeing Transportation Department who operates this and similar mobile equipment, except millwrights.

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To The National Labor Relations Board, Seattle:

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